



CITY OF SAINT PAUL

Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6700
Facsimile: 651-228-3220

TRANSPORTATION COMMITTEE OF THE PLANNING COMMISSION

Monday, March 2, 2015, 4:00 p.m. – 5:30 p.m.

All meetings are held in the City Hall Annex 13th floor

Conference room at 25 West 4th Street in Saint Paul

1. Bruce Vento Ped/Bike Bridge – Don Varney, Parks, 15 minutes
2. Downtown Parking Management Strategy Update – Hilary Holmes, PED, 30 minutes

Upcoming Transportation Committee Meetings

- March 16
- March 30

Meetings are open to the public. The Chair may allow five minutes for informal public comment (from non-committee members) at the beginning of each agenda as needed. Additional time may be allocated for comments or further discussion at the discretion of the Chair. Meetings will be cancelled if there is not a quorum expected, or if there are no agenda items. For additional information on the Transportation Committee of the Planning Commission, please visit our website at bit.ly/StPaulTC or contact Hilary Holmes at hilary.holmes@ci.stpaul.mn.us or 651-266-6612.

Transportation Committee Staff Report

Committee date: 11/3/2014

Project Name	<i>Bruce Vento Bicycle and Pedestrian Trail Connection Bridge</i>
Geographic Scope	<i>Citywide</i>
Ward(s)	<i>Wards 2 and 7</i>
District Council(s)	<i>District 4 and District 17</i>
Project Description	<i>Construction of a Bicycle and Pedestrian Bridge Connection between the Samuel H. Morgan Regional Trail and the Bruce Vento Nature Sanctuary and the Bruce Vento Regional Trail</i>
Project Contact	<i>Don Varney or Don Ganje</i>
Contact email/phone	<i>Don Varney don.varney@ci.stpaul.mn.us 651 266-6427</i>
Lead Agency/Department	<i>Parks and Rec.</i>
Purpose of Project/Plan	<i>Provide alternative bike and Pedestrian transportation and recreation connection between the regional trails and from downtown to the East Side community.</i>
Planning References	<i>From Comprehensive Plan Transportation Chapter: Strategy to Support Active Lifestyles and a Healthy Environment incl. T3.1, T3.5, T3.6 Bruce Vento Master Plan includes a bike ped connection into the Nature Sanctuary and the East Side neighborhood. Great River Passage Master Plan. Recommended Connections Chapter</i>
Project stage	<i>Preliminary Engineering, Stakeholder, railroad reviews.</i>
General Timeline	<i>Started by High Priority Federal funds secured by Representative Betty McCollum, a design process started in 2005 with NPS effort to evaluate options for bridging over Warner Road and the multiple rail lines along that area. Following that effort, design options were explored with a bridge architect leading to a concept design that was reviewed by City Staff and presented to the Dayton's Bluff district council at an open house event in 2011. Public response was mostly favorable.</i>
District Council position (if applicable)	<i>Support/oppose/conditions</i>
Level of Committee Involvement	<i>This is a information presentation preliminary to future grant applications and State Bonding requests.</i>
Previous Committee action	<i>If any, describe the action taken</i>
Level of Public Involvement	<i>Public Process included initial studies leading to two options that were further developed in the 2nd phase of design. Public was again invited to review the proposed preliminary design. Support by the Lower Phalen Creek Project and majority of Open House attendees. Design was also included, reviewed and recommended in the Great River Passage Master Plan.</i>
Public Hearing	<i>Yes/No, date if known</i>
Public Hearing Location	<i>Location of public hearing(s) (Planning Commission, City Council, other agency)</i>
Primary Funding Source(s)	<i>Preliminary Design, engineering Federal HPP funds, Construction</i>

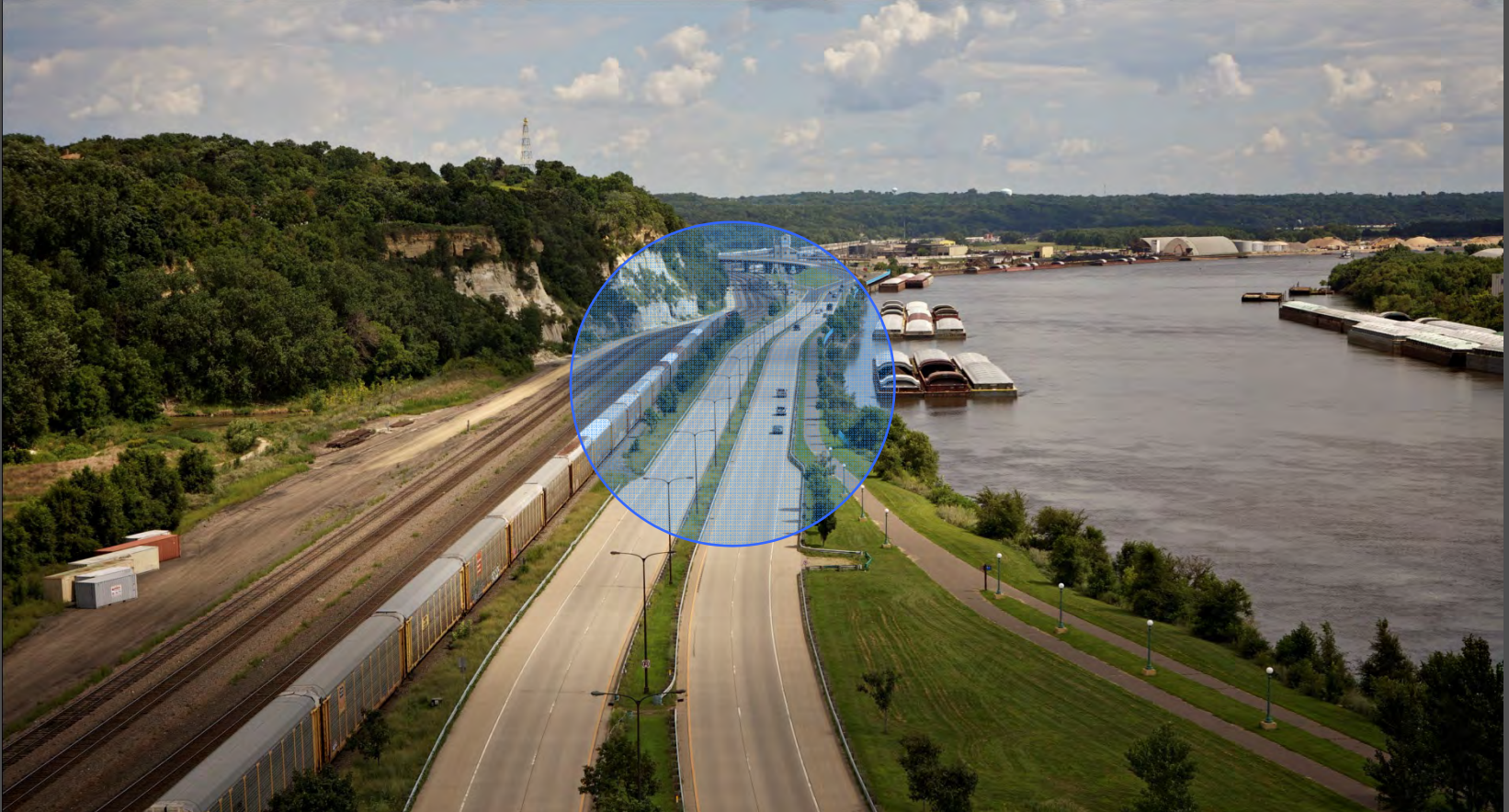
	<i>expected to be funded via TAP grant, State Bonding and other sources.</i>
Cost	<i>Current Project Estimate: \$9,000,000</i>

PED Staff to fill in

Staff recommendation	<i>N/A</i>
Action item requested of the Committee	<i>Inform</i>
Committee recommendation	<i>To be filled in at the meeting</i>
Committee vote	<i>To be filled in at the meeting</i>

Bruce Vento Regional Trail Bridge

City of St. Paul, Minnesota



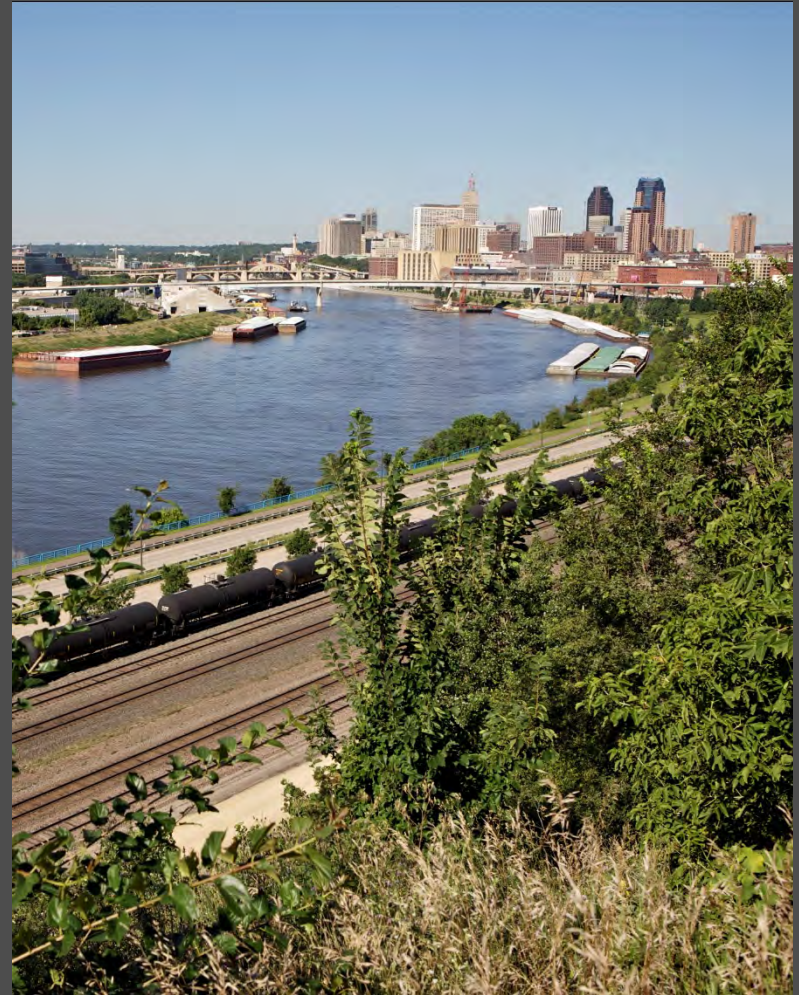
Bruce Vento Regional Trail Bridge

Vision Statement

"The Mississippi River Trail Connection is a safe, aesthetically engaging, culturally and ecologically sensitive bicycle and pedestrian connection linking the Bruce Vento Regional Trail and the Bruce Vento Nature Sanctuary to the Sam Morgan Regional Trail System and the Mississippi River."



- Connection
- Target User
- Cultural Resource Protection
- Ecological
- Aesthetic
- Feasibility/Compliance

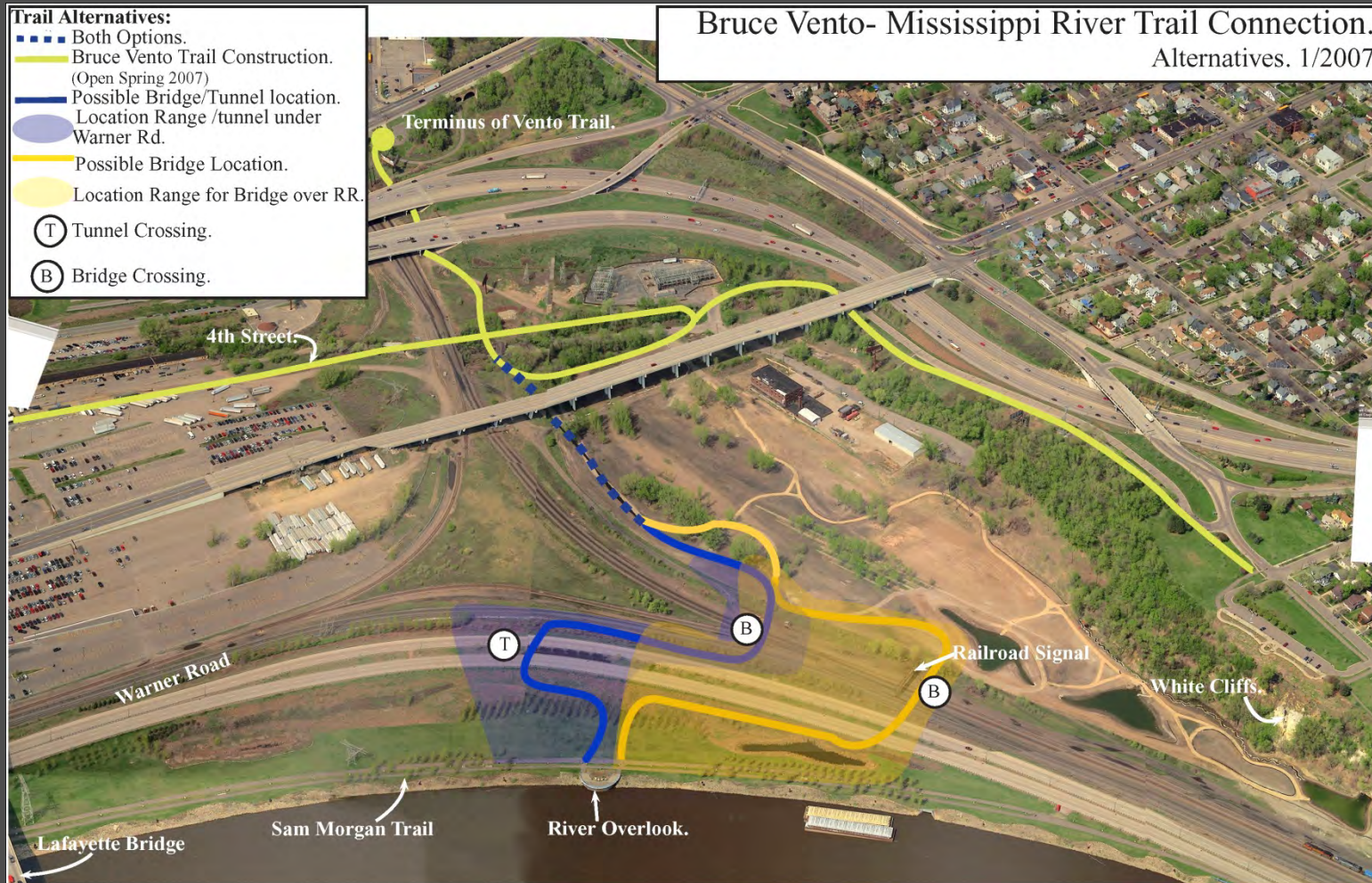


Bruce Vento Regional Trail Bridge

2010 Proposal Trail Connections RFP

- Trail Alternatives:**
- Both Options.
 - Bruce Vento Trail Construction. (Open Spring 2007)
 - Possible Bridge/Tunnel location.
 - Location Range /tunnel under Warner Rd.
 - Possible Bridge Location.
 - Location Range for Bridge over RR.
 - (T) Tunnel Crossing.
 - (B) Bridge Crossing.

Bruce Vento- Mississippi River Trail Connection. Alternatives. 1/2007



Bruce Vento Regional Trail Bridge

Warner Road



Restrictions

- Minimum Vertical Clearance 18'
- Right of Way width varies from 100' to 110'
- Views of White Cliffs and Mississippi River

Bruce Vento Regional Trail Bridge

Railroad (BNSF and CP)



Restrictions

- Minimum Vertical Clearance 24'
- Right of Way width varies from 200' to 225'
- No Support Columns Allowed
- Multiple Ownership (BNSF and CP)

Bruce Vento Regional Trail Bridge

Proposed railroad Jump Track



Proposed height of Jump Track above existing track

- Station 10+00 – 3'
- Station 13+25 – 8'
- Station 16+25 – 15'
- Station 20+00 – 21'

Bruce Vento Regional Trail Bridge

Bruce Vento Nature Sanctuary



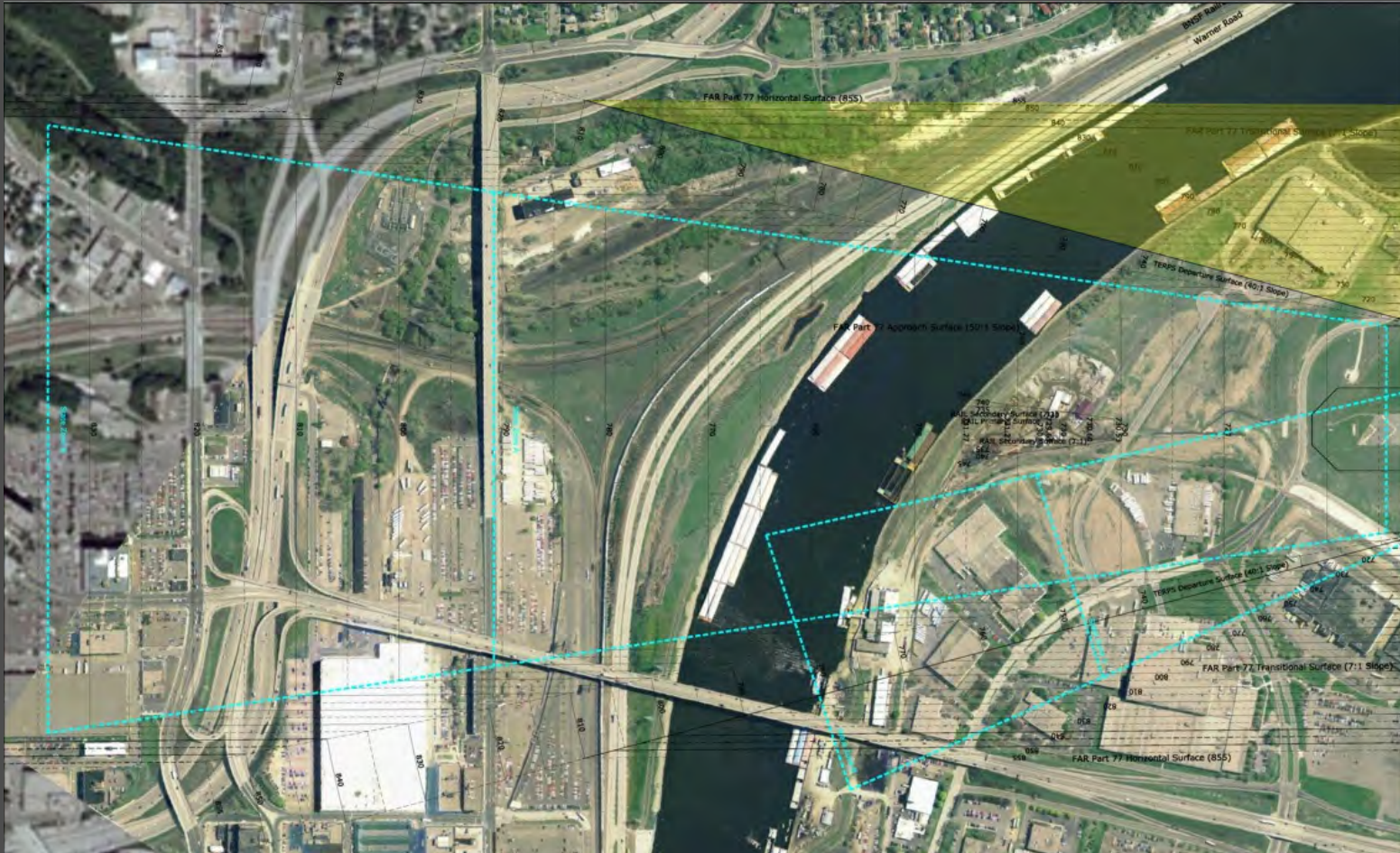
Restrictions

- Minimal Impacts
- Respect the Space
- Historical Value
- DNR Easement
- Building Restrictions



Bruce Vento Regional Trail Bridge

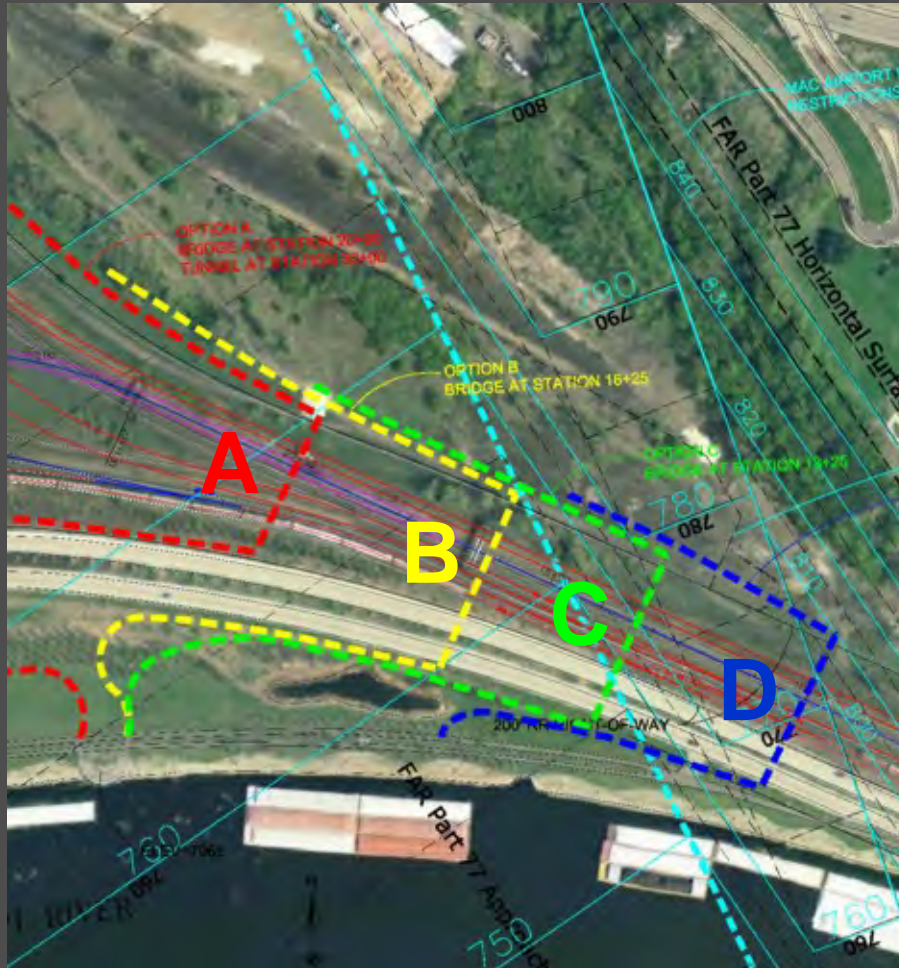
MAC Airspace Height Restrictions



The farther east we locate the bridge the greater the Vertical Clearance between Grade and MAC Height Restrictions

Bruce Vento Regional Trail Bridge

Summary of Research



- MAC Airspace
- Railroad
- Warner Road
- Aesthetics
- Minimize Impacts to:
 - Sanctuary
 - DNR Easement
 - National Parks
 - Native American Heritage
 - Views

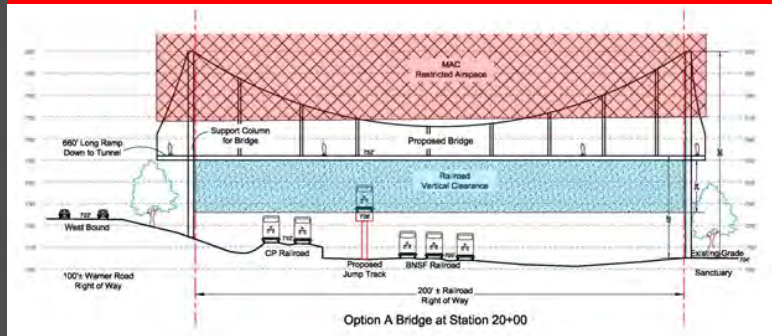
Option A at Station 20+00

Option B at Station 16+25

Option C at Station 13+25

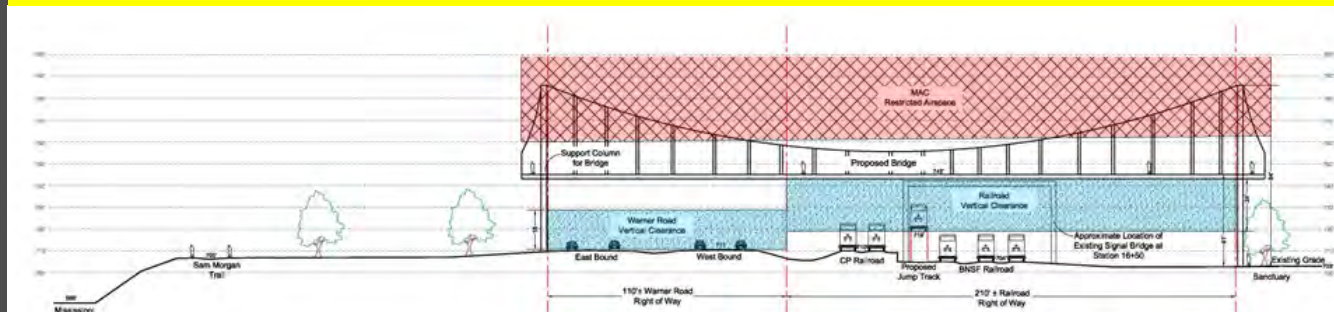
Option D at Station 10+00

Option A at Station 20+00



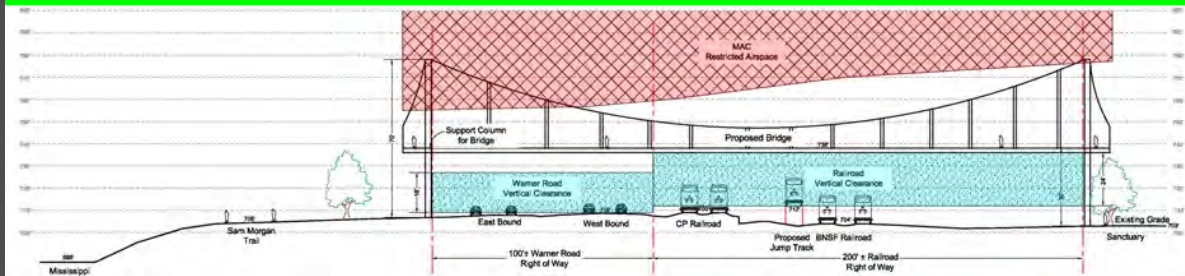
- Out of Vertical Clear Space for Railroad and Warner Rd
- Out of DNR Easement
- Within MAC Restricted Airspace

Option B at Station 16+25



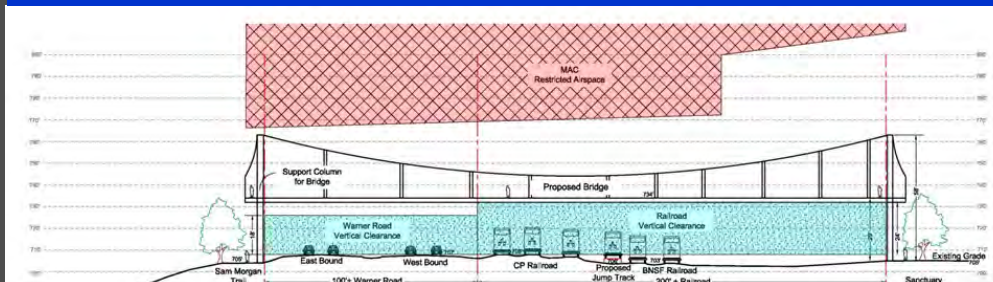
- Out of Vertical Clear Space for Railroad and Warner Rd
- Out of DNR Easement
- Within MAC Restricted Airspace

Option C at Station 13+25



- Out of Vertical Clear Space for Railroad and Warner Rd
- Out of DNR Easement
- Within MAC Restricted Airspace

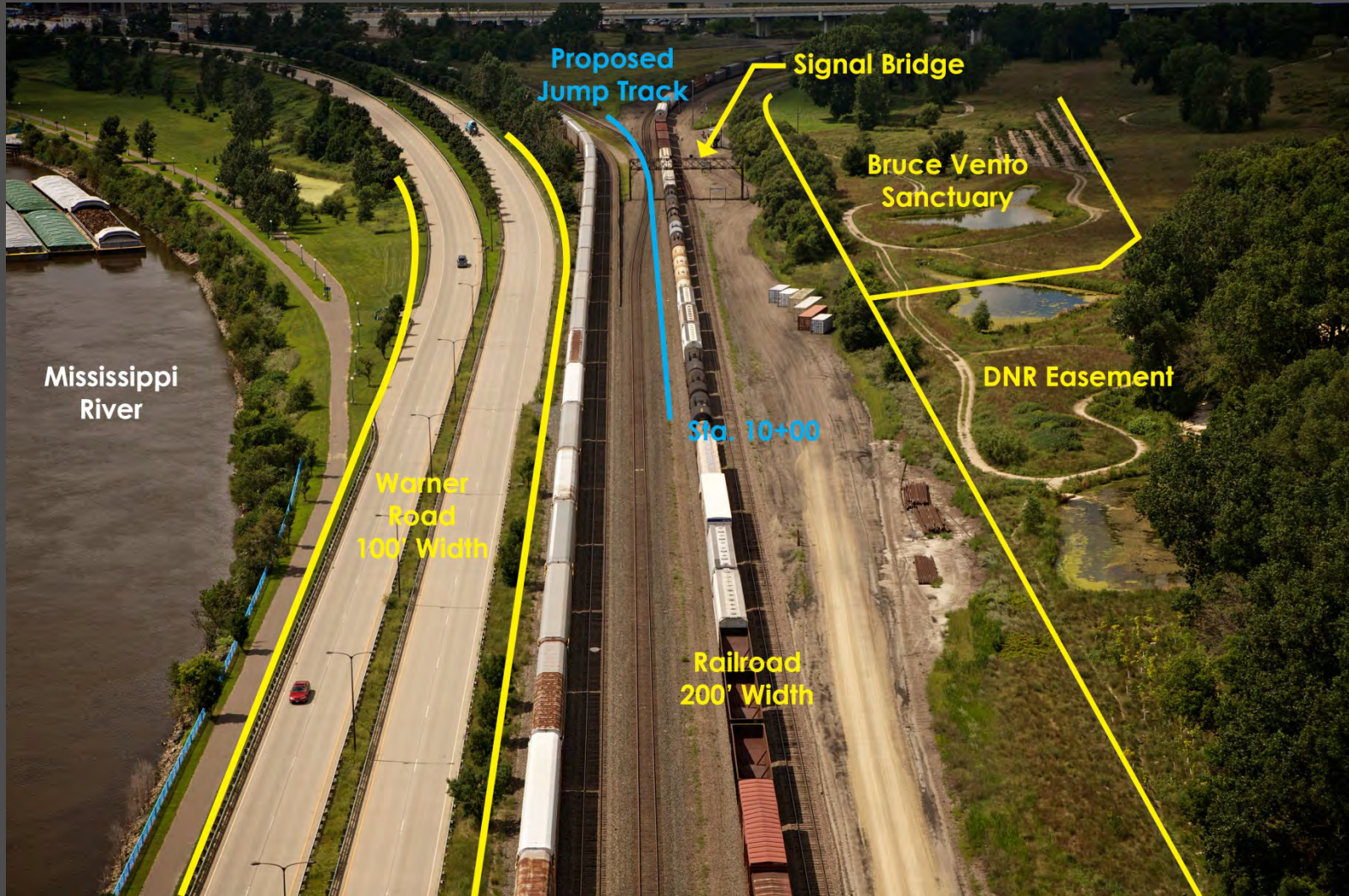
Option D at Station 10+00



- Jump Track at Existing Grade
- Out of Vertical Clear Space for Railroad and Warner Rd
- Out MAC Restricted Airspace
- Within the DNR Easement

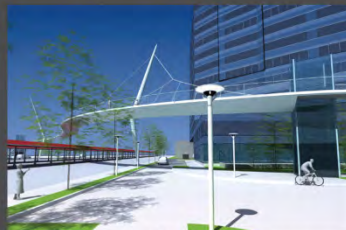
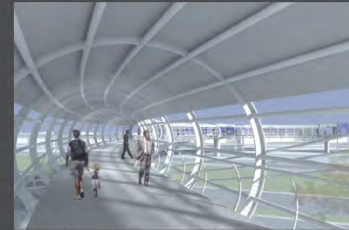
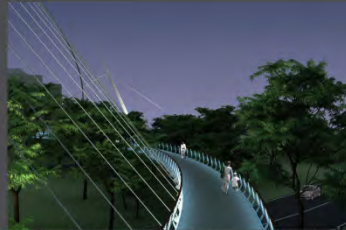
Bruce Vento Regional Trail Bridge

Site Constraints



Bruce Vento Regional Trail Bridge

Rosales + Partners Pedestrian Bridge Portfolio



Bruce Vento Regional Trail Bridge

Site Context



Bruce Vento Regional Trail Bridge

Design Parameters

12' min. inside clear width on bridge

18'-24' min. vertical clearance

5% maximum grades

Airport restrictions

DNR easement

Viewshed and nature sanctuary



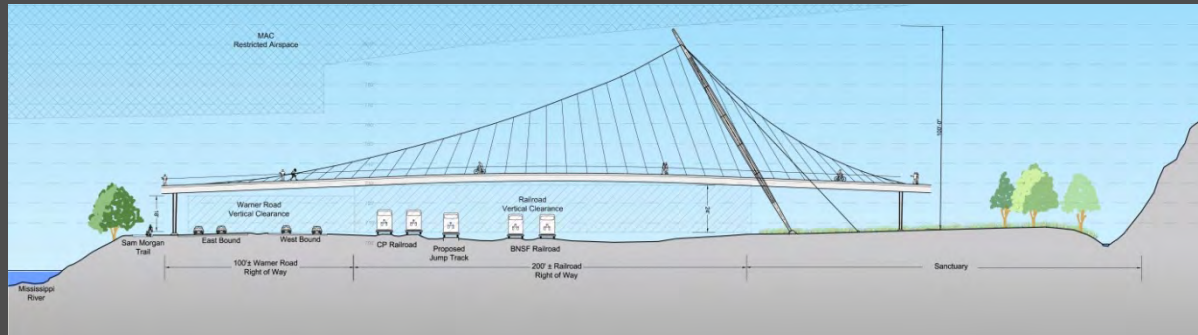
Bruce Vento Regional Trail Bridge

Plan



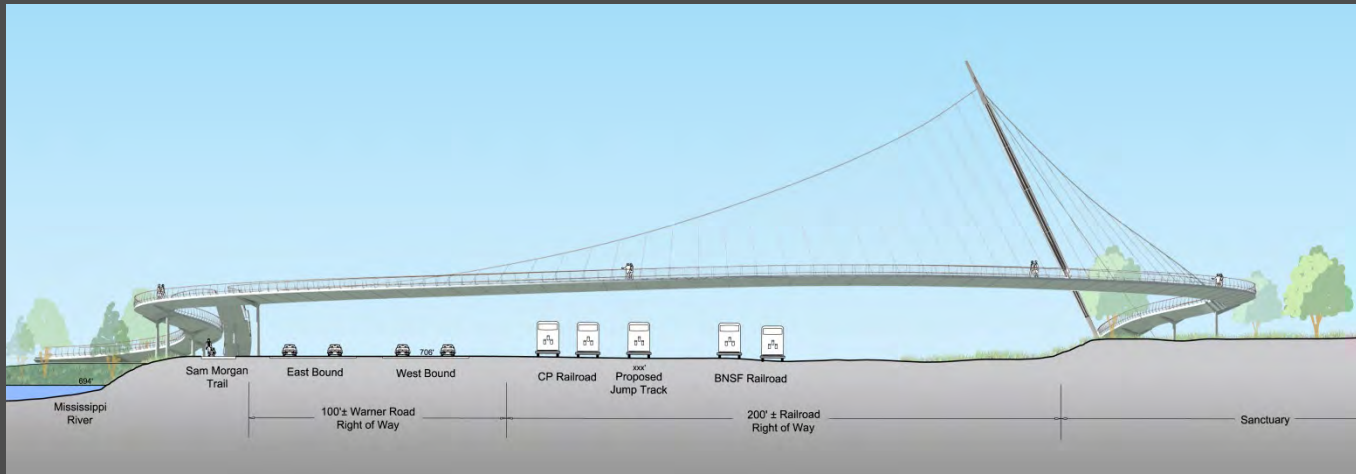
Bruce Vento Regional Trail Bridge

Detail section and plan

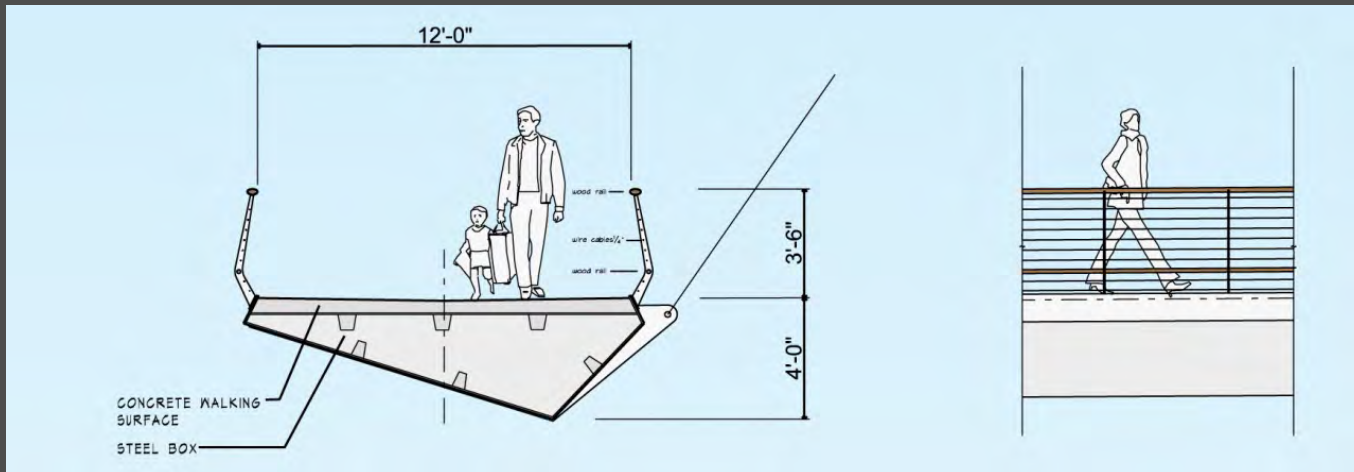


Bruce Vento Regional Trail Bridge

3D elevation and section



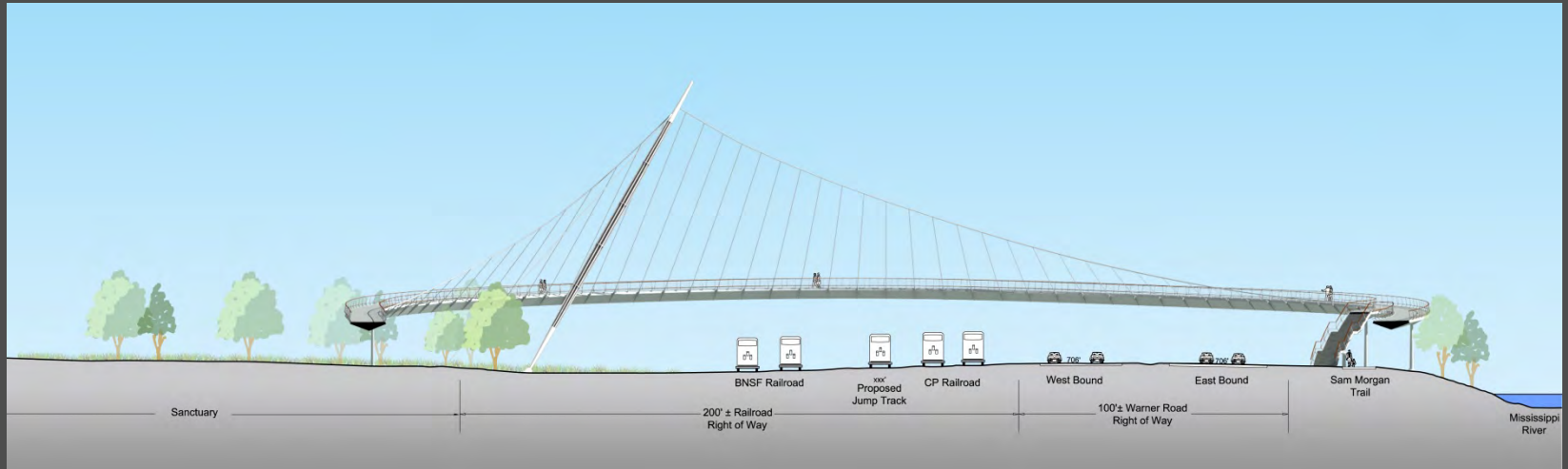
Elevation looking west



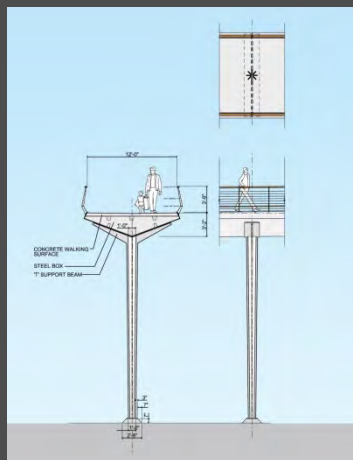
Typical section on-bridge

Bruce Vento Regional Trail Bridge

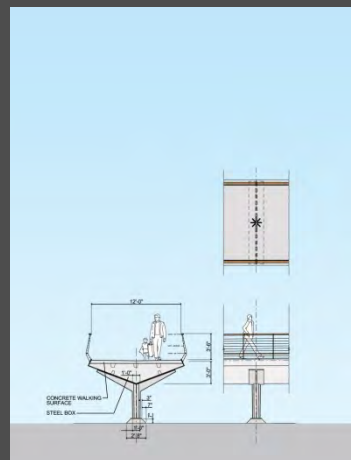
Elevation and sections



Elevation looking east



Tallest Pier Section



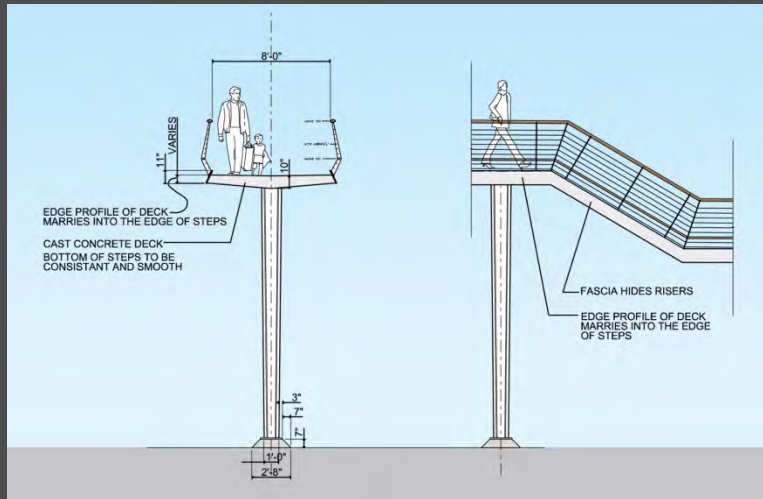
Shortest Pier Section



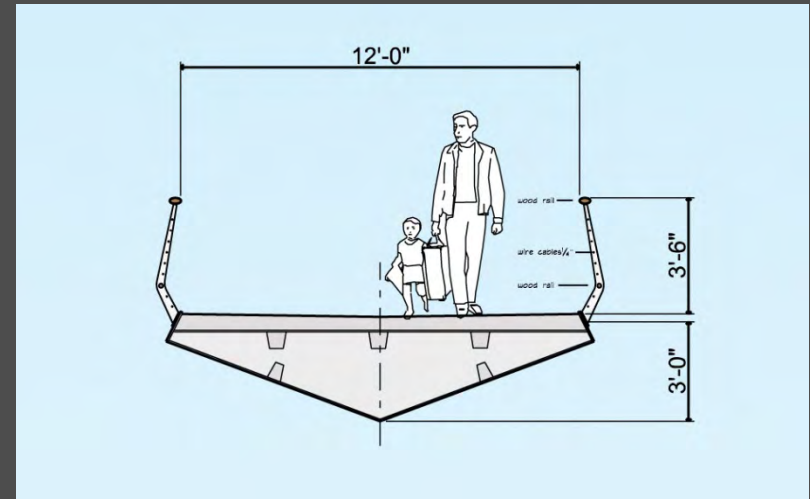
Tower cross-section

Bruce Vento Regional Trail Bridge

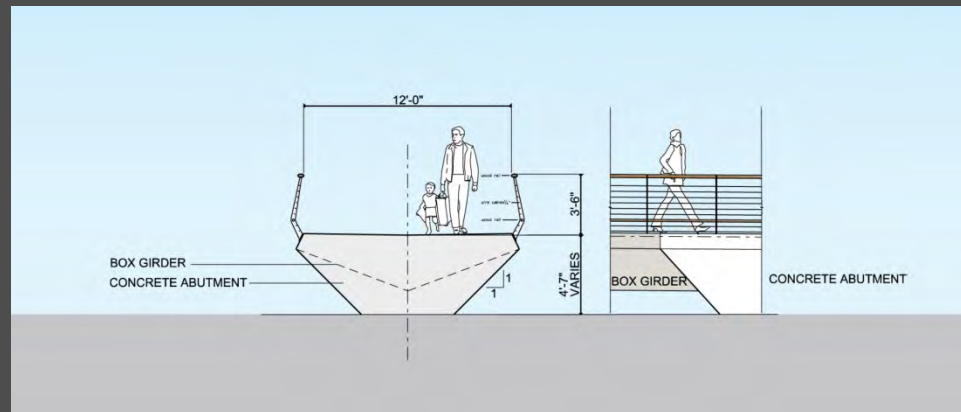
Sections



Bridge stair cross-section



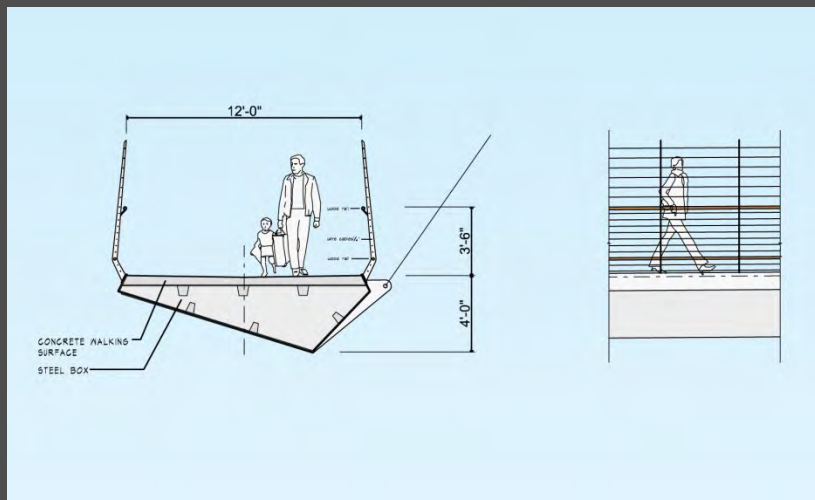
Typical section at ramp



Abutment detail section

Bruce Vento Regional Trail Bridge

Section and ramp elevation with high fence



Typical section on-bridge



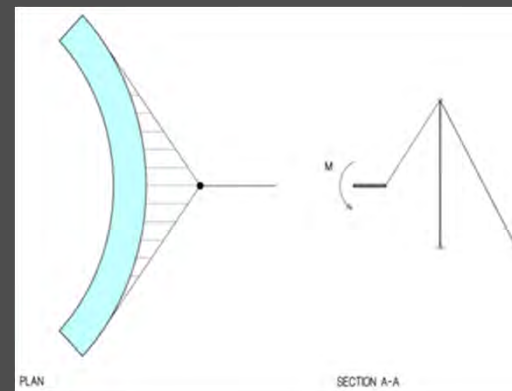
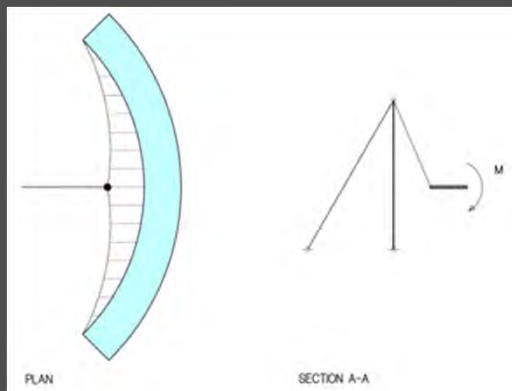
Ramp elevation





Bruce Vento Regional Trail Bridge

Structural concept – Liberty Bridge, Greenville, SC



Bruce Vento Regional Trail Bridge

Liberty Bridge – Greenville, SC



Bruce Vento Regional Trail Bridge



Bruce Vento Regional Trail Bridge



Bruce Vento Regional Trail Bridge



Bruce Vento Regional Trail Bridge



Bruce Vento Regional Trail Bridge



Bruce Vento Regional Trail Bridge



Bruce Vento Regional Trail Bridge



Bruce Vento Regional Trail Bridge



Thank You

Transportation Committee Staff Report

Committee date: 03/02/15

Project Name	<i>Downtown Parking Management Strategy</i>
Geographic Scope	<i>Downtown: bounded by Shepard Road (south), Highway 52 (east), I-94 (north), John Ireland/Chestnut Street (west)</i>
Ward(s)	<i>2</i>
District Council(s)	<i>17</i>
Project Description	<i>Summarize existing conditions of on- and off-street parking in downtown, the projected demand based on anticipated development and make recommendations for improving the management of downtown parking supply, taking into account a multi-modal downtown transportation system.</i>
Project Contact	<i>Hilary Holmes</i>
Contact email/phone	<i>hilary.holmes@ci.stpaul.mn.us , 651-266-6612</i>
Lead Agency/Department	<i>Planning & Economic Development (PED)</i>
Purpose of Project/Plan	<i>To support the economic and housing development in downtown over the next decade by developing a market-based parking management system as part of an integrated multi-modal transportation system.</i>
Planning References	<i>Comp Plan (2010) Strategies T 2.14, T 2.15, T 2.17, T 2.18; Greater Lowertown Master Plan (2012)Strategy 3.7</i>
Project stage	<i>Study underway</i>
General Timeline	<i>To be completed by end of March 2015</i>
District Council position (if applicable)	<i>N/A at this time</i>
Level of Committee Involvement	<i>Inform</i>
Previous Committee action	<i>None (update at 9/22/14 meeting, 2/9/15 meeting)</i>
Level of Public Involvement	<i>Feedback from stakeholder groups</i>
Public Hearing	<i>N/A</i>
Public Hearing Location	<i>N/A</i>
Primary Funding Source(s)	<i>City of Saint Paul Housing & Redevelopment Authority Parking Fund</i>
Cost	<i>\$90,000</i>

PED Staff to fill in

Staff recommendation	<i>N/A</i>
Action item requested of the Committee	<i>Inform</i>
Committee recommendation	<i>N/A</i>
Committee vote	<i>N/A</i>

Downtown Saint Paul Parking Management Strategy



Project Update

February 2015

N NELSON
NYGAARD

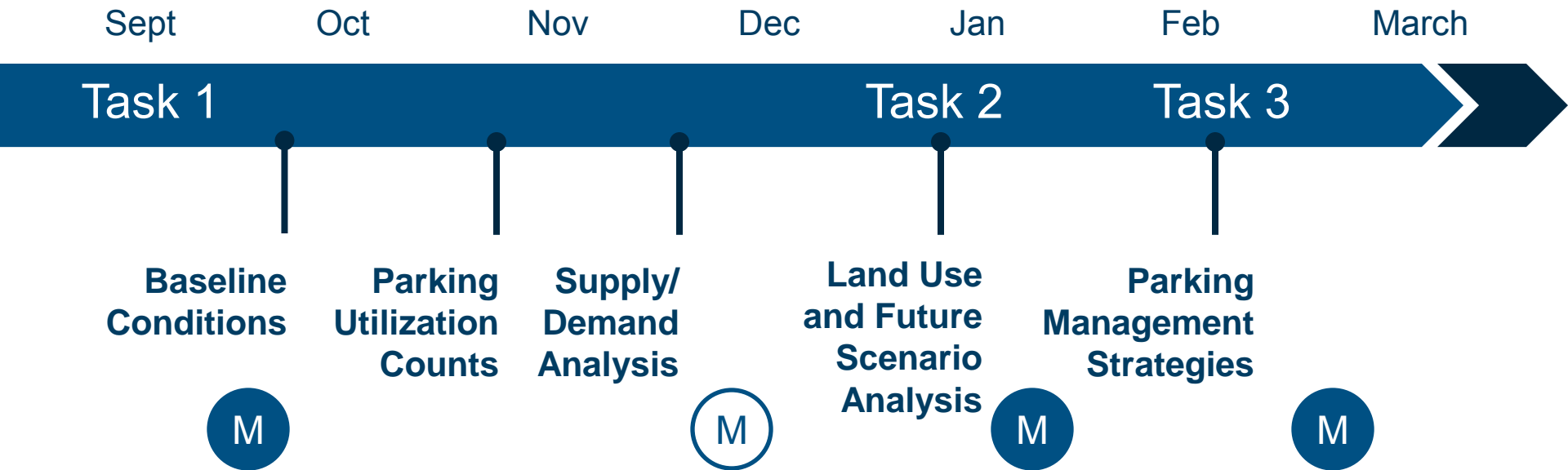
Agenda

- Goals, Purpose, and Schedule
- Initial Findings
- Land Use Analysis
- Next Steps

Agenda

- **Goals, Purpose, and Schedule**
- Initial Findings
- Land Use Analysis
- Next Steps

Project Schedule



A parking strategy for Saint Paul to...

- Develop a **market-based** parking management system
- **Integrate parking** with pedestrians, light rail, bus, and inter-city rail
- Define existing parking utilization of **all downtown stakeholders**
- Quantify **anticipated future demand** for parking
- Identify **national best practices**
- Suggest ways in which the City can integrate **its parking management functions**

Study Goals

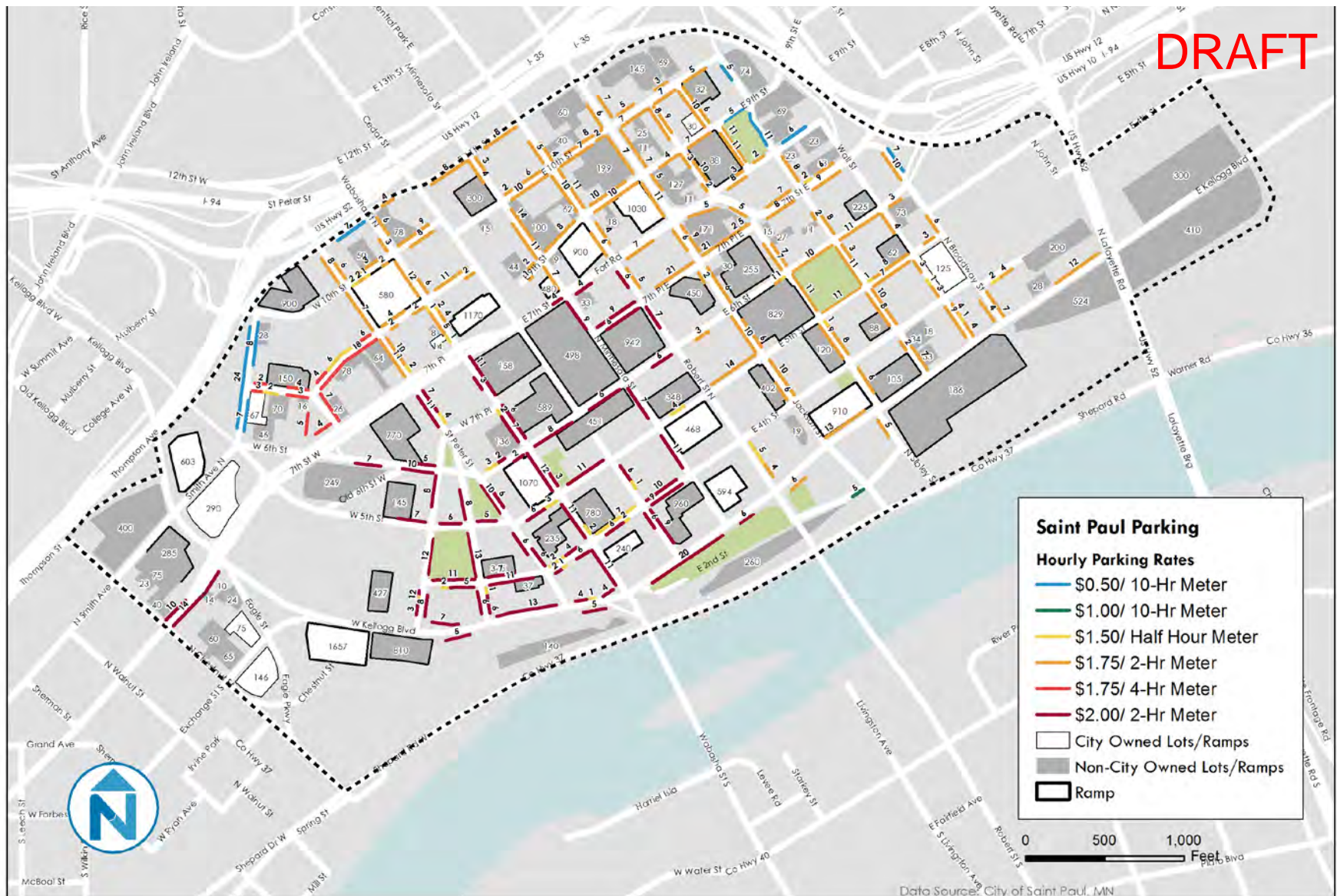
- Understand parking in the context of a multimodal system
- Plan for responsible economic development
- Establish coordination/management
 - Between facilities
 - New technology
- Continue to create vibrant street life
- Provide a customer friendly system
- Practice forward-thinking parking management

- [illegible]

Agenda

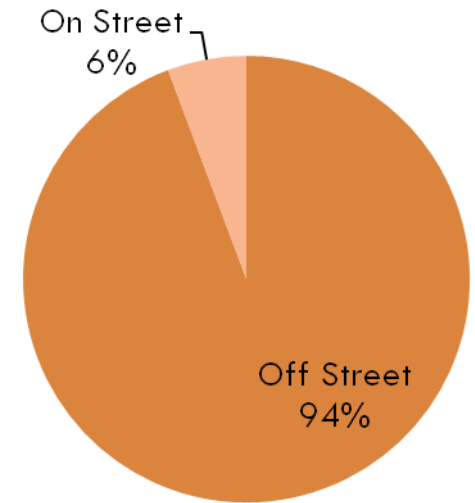
- Goals, Purpose, and Schedule
- **Initial Findings**
- Land Use Analysis
- Next Steps

Parking Inventory and Regulations



Key Findings: Parking Inventory

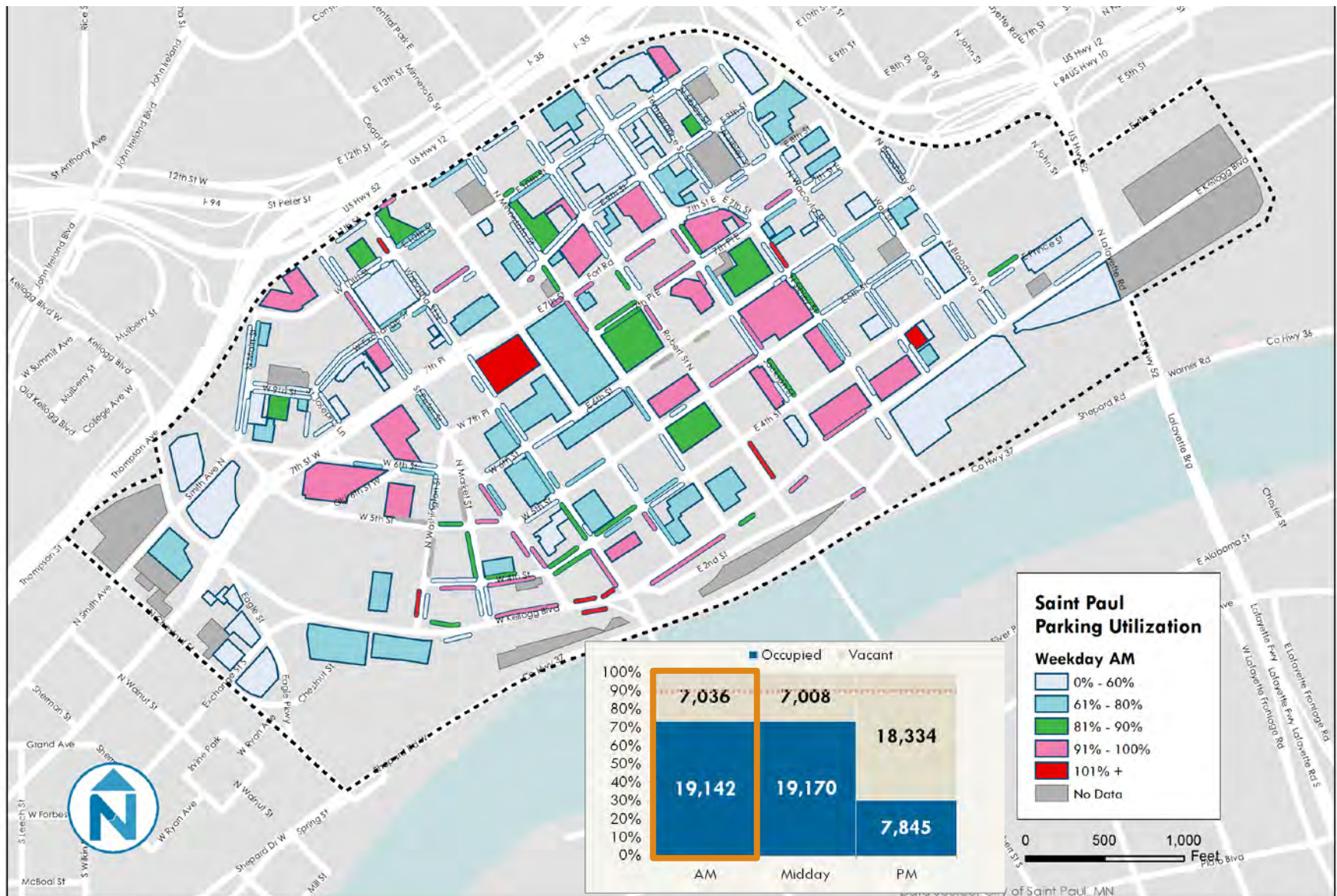
- ~28,700 total spaces
 - 94% off-street
 - 6% on-street
- Off-street: 60% non-City owned / 40% City owned
- Majority of spaces are privately owned
- Most of parking spaces are in ramps, concentrated in core
- On-street parking is priced AND with time limits
- On-street price and time limits vary by location
- 86% of off-street facilities have some public access



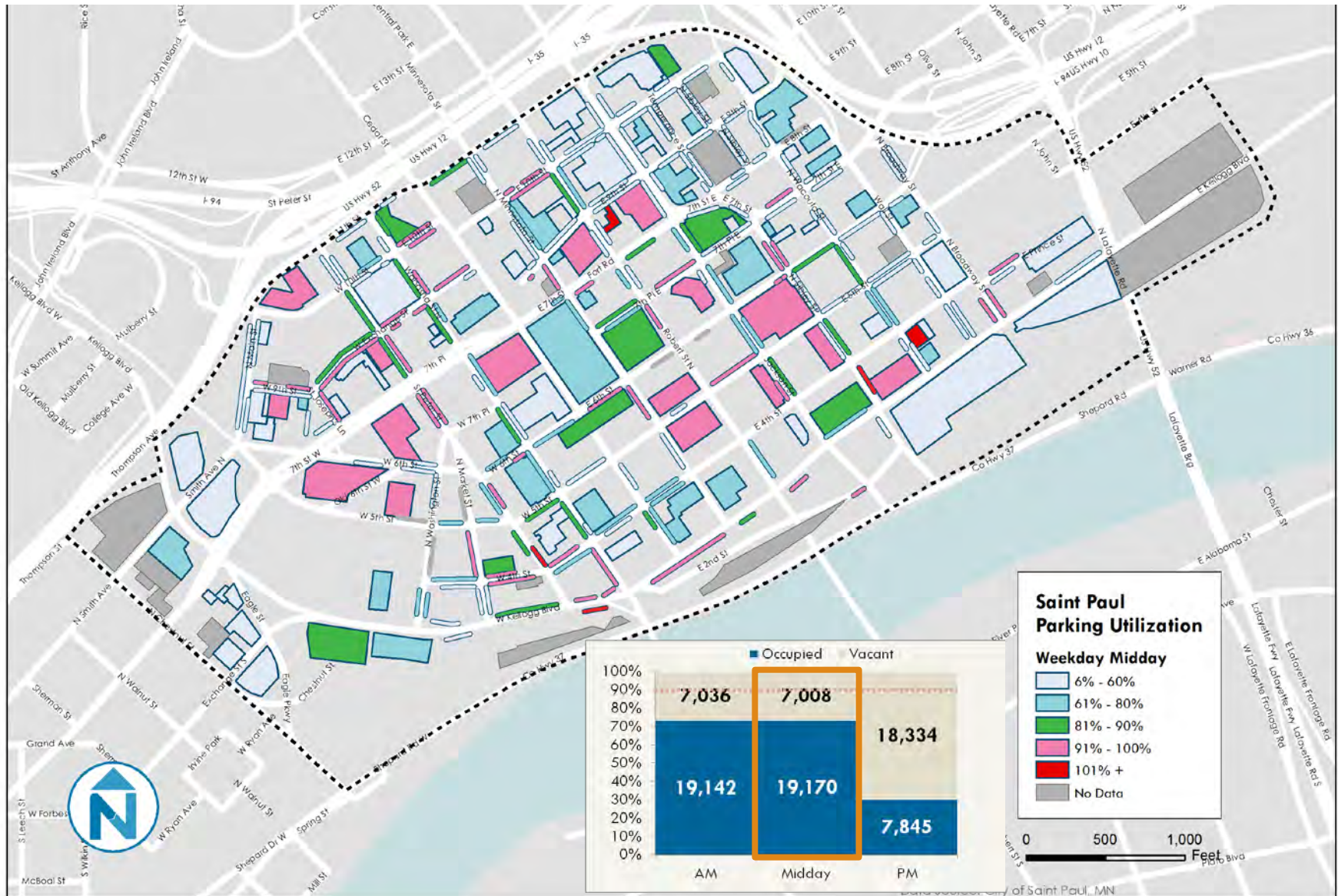
Key Findings: Parking Utilization

- Data collection in Oct, Nov 2014 (weekday, weekend)
- Weekdays busier than weekends
- Office dominant parking demand (M-F 9-5)
- City-owned ramps full weekday days
- On-street busier than off-street in PM
- Monthly vs. transient competition

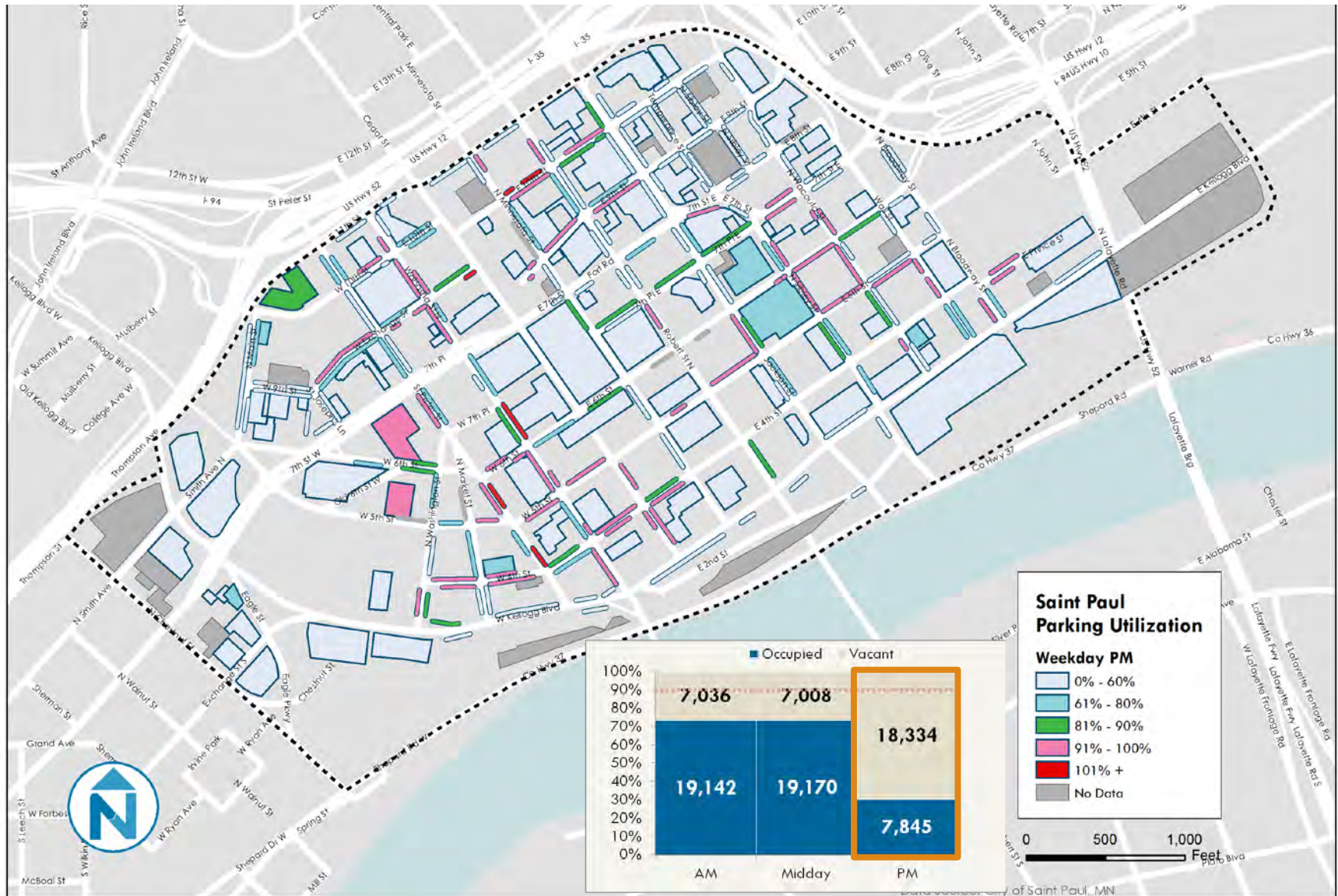
Weekday: 10am (73% utilization)



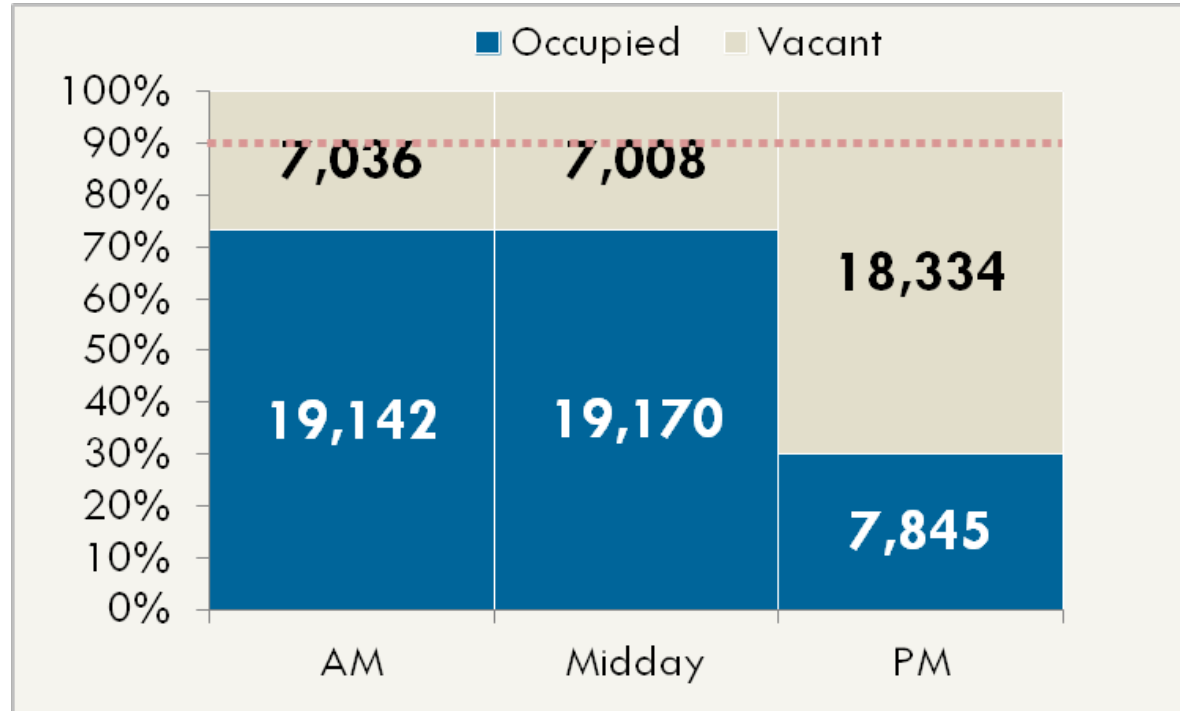
Weekday: 2pm (73% utilization)



Weekday: 6pm (30% utilization)



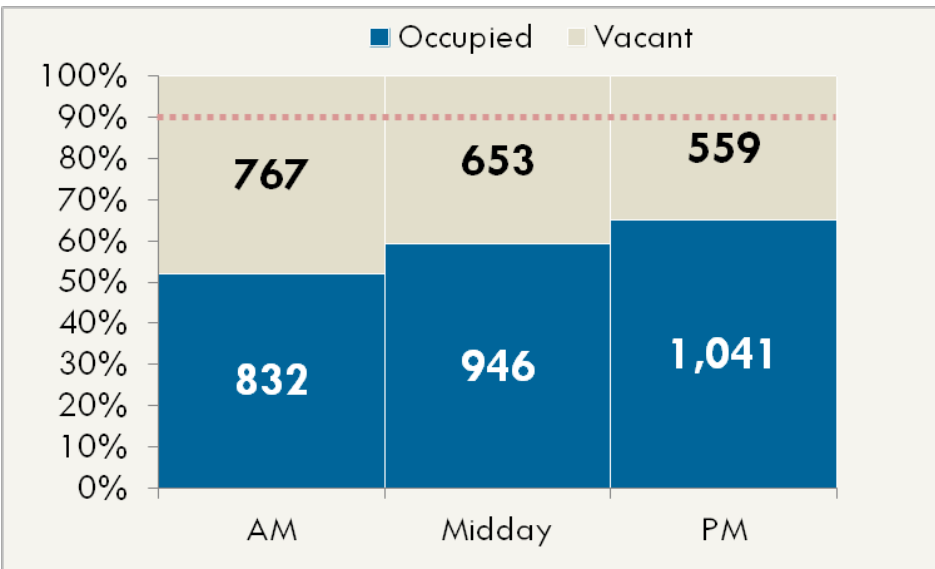
Weekday Parking Utilization



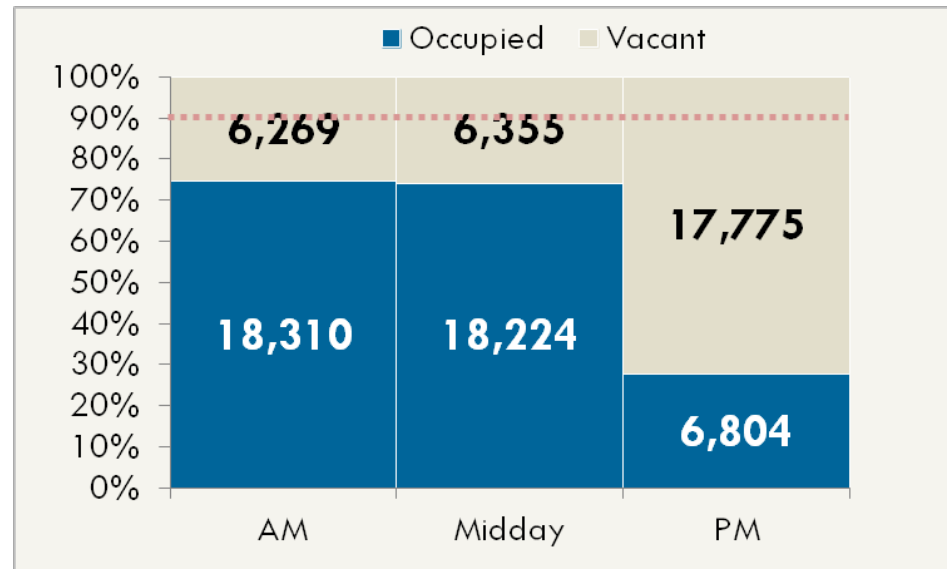
- No data for 2,556 spaces (9%)

Weekday Parking Utilization

On-Street
65% full at peak



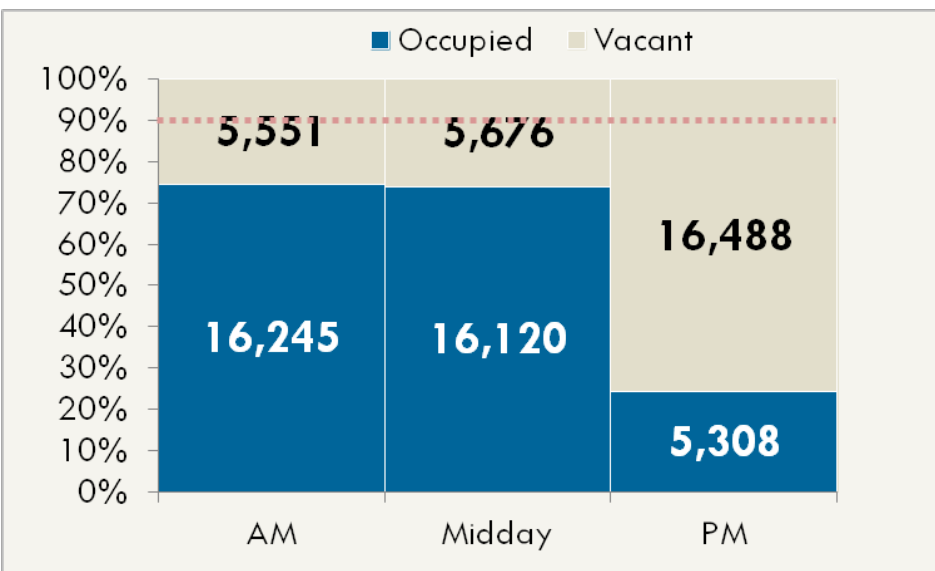
Off-Street
74% full at peak



Weekday Parking Utilization

Publicly-Accessible Ramps and Lots

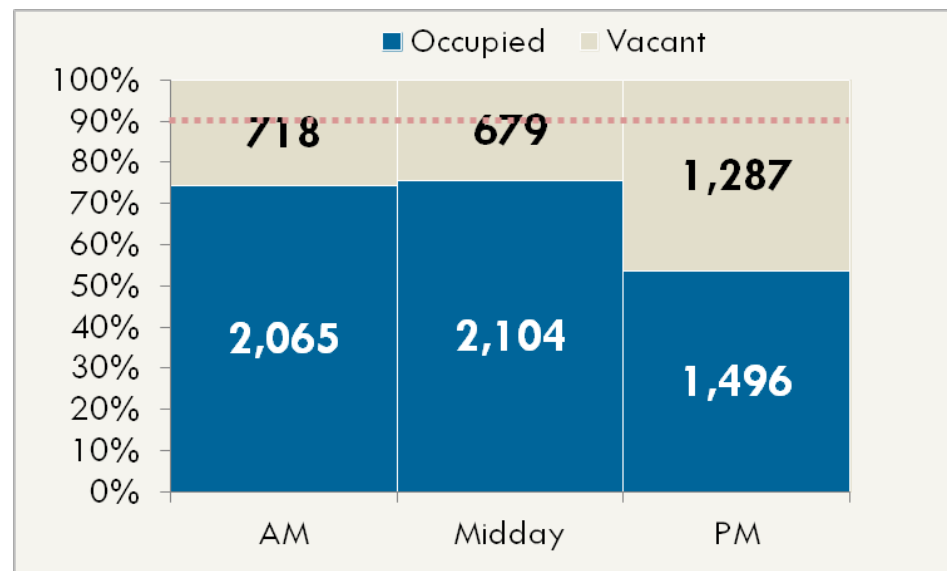
76% full at peak



21,796 spaces

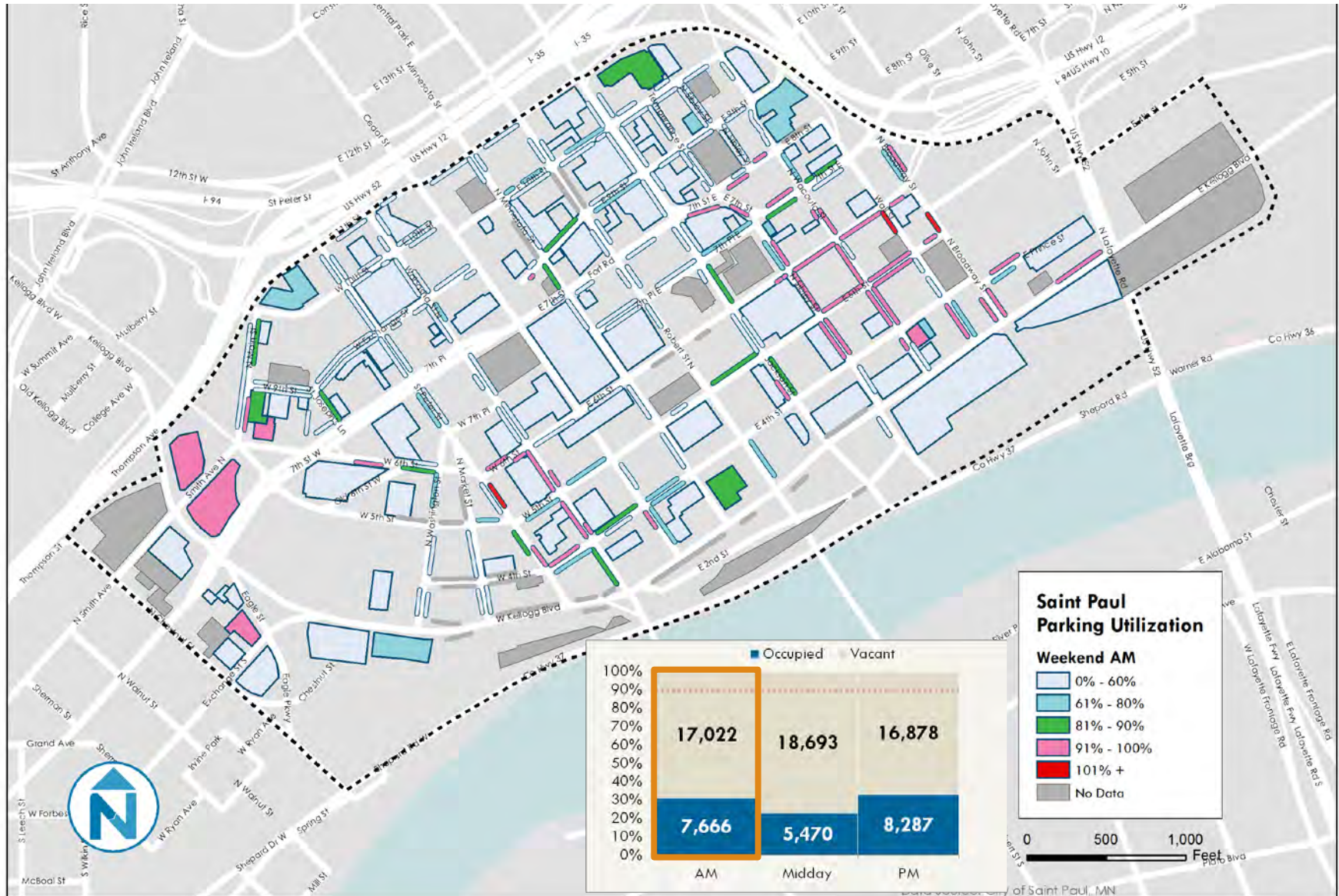
Restricted Access Ramps and Lots

72% full at peak

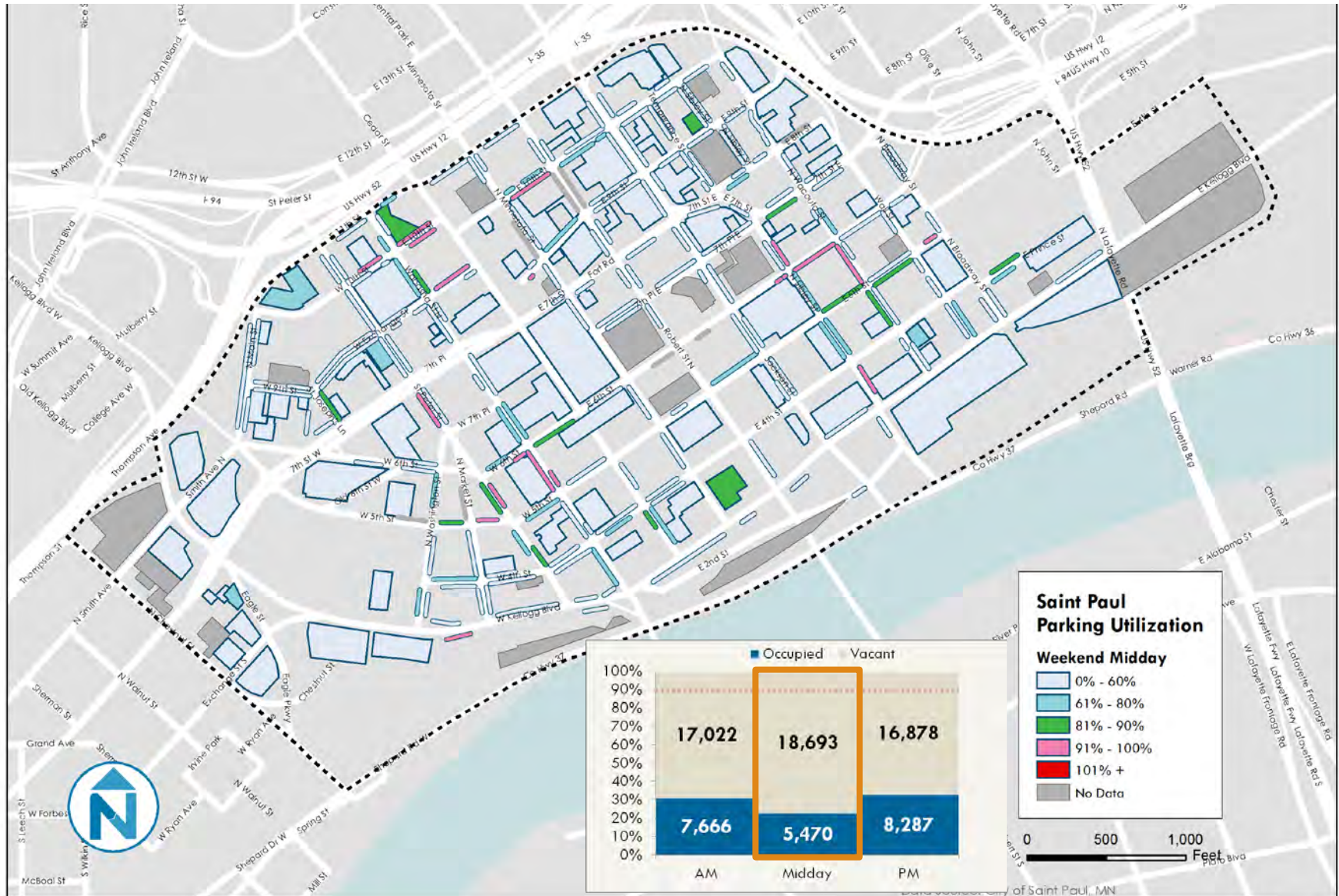


2,783 spaces

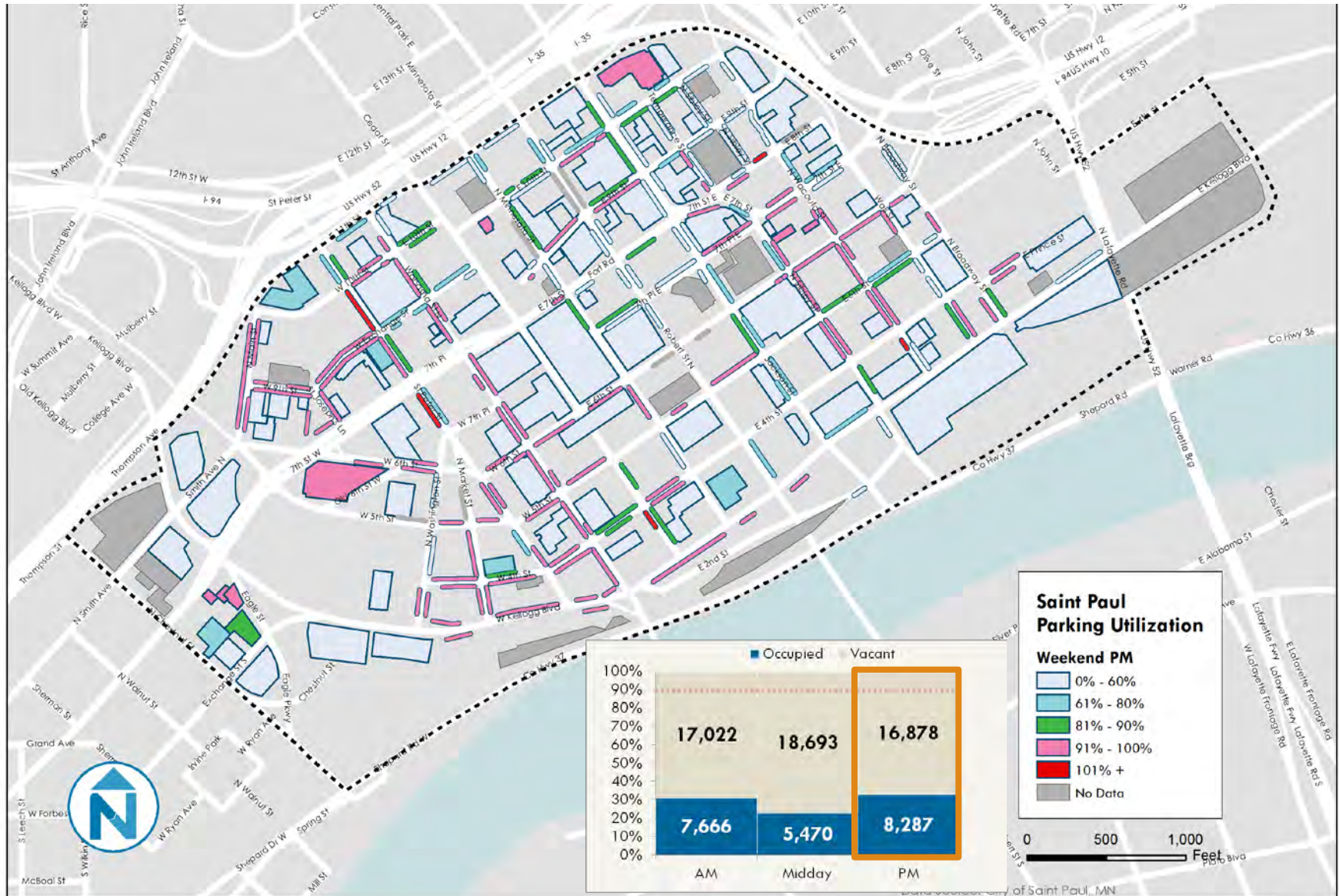
Weekend: 10am (31% utilization)



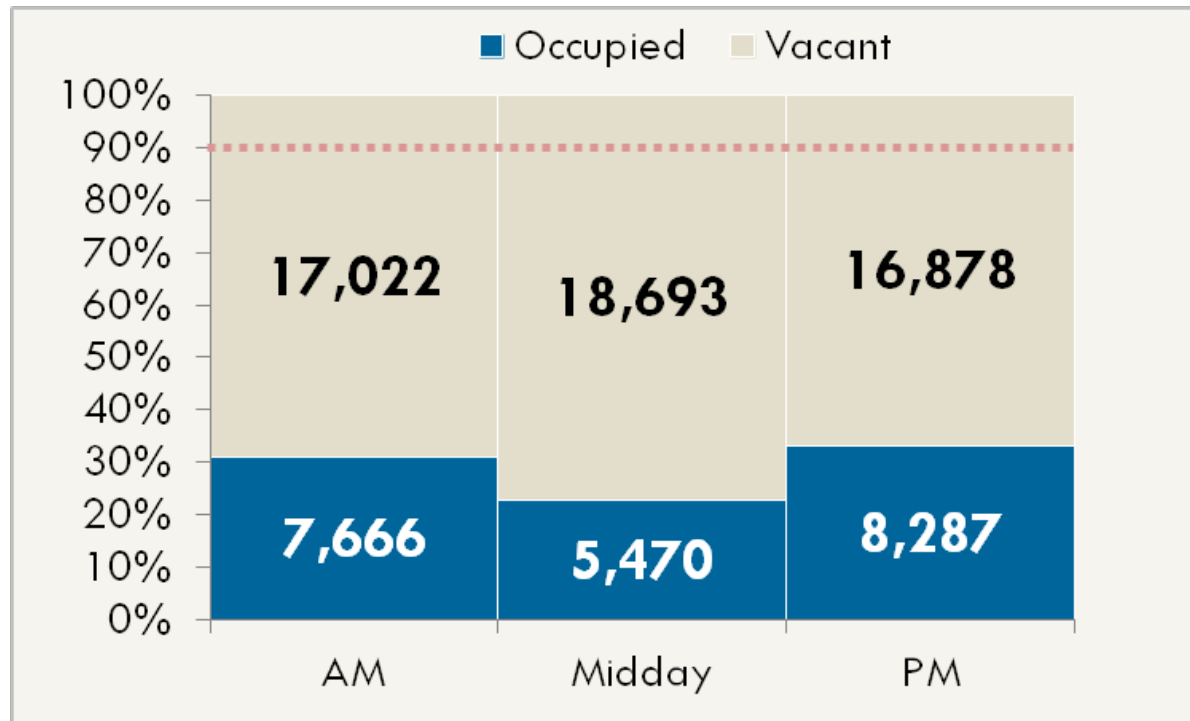
Weekend: 2pm (23% utilization)



Weekend: 6pm (33% utilization)



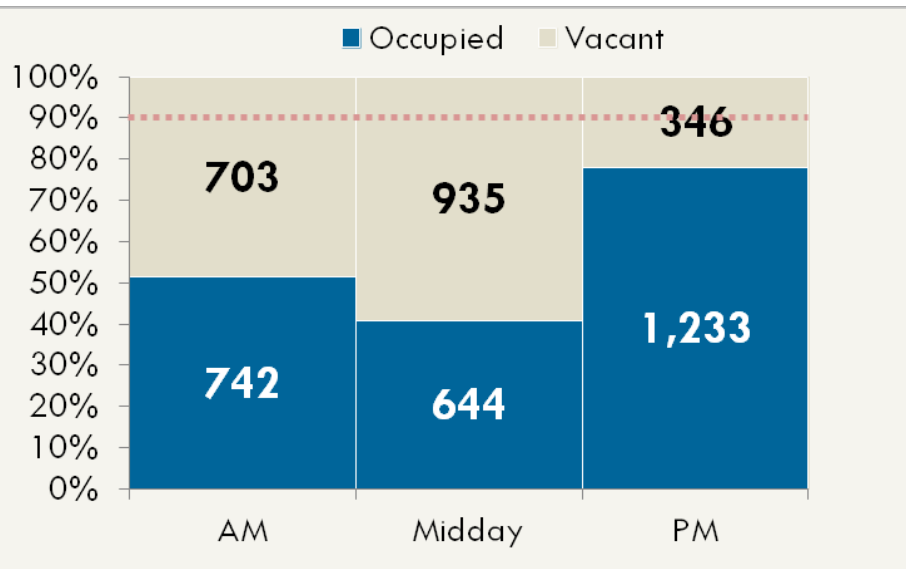
Weekend Parking Utilization: All



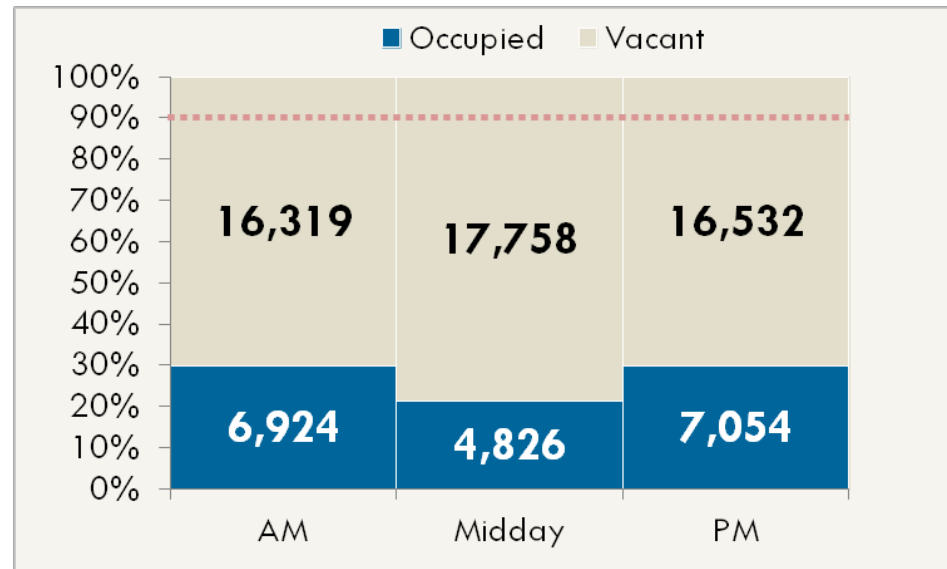
- No data for 4,047 spaces (14%)

Weekend Parking Utilization

On-Street
78% full at peak



Off-Street
30% full at peak



Key Findings: Management


- On-street meter zones show little impact on utilization
- Advertised ramp rates are not necessarily paid rate
- Availability of monthly permits is a barrier to leasing office space
- Balance of monthly contracts vs. transient parkers?
- ~500 City employee placards (i.e. City Inspectors)
- Evening rates and event rates do not match demand

Initial Findings: Zoning Code






- No off-street minimum or maximum requirements in downtown
- Code requires TDM and bicycle parking requirements but tied to vehicular parking spaces and no “teeth”
- No requirements for unbundling the cost of parking from housing in downtown
- No carshare or bikeshare requirements
- No shared parking incentives
- No regulations on single-use structures or surface lots




Web Information –www.saintpaulparking.com




ST. PAUL Smart Trips
55 E 5th St. - Suite 202 St. Paul, MN



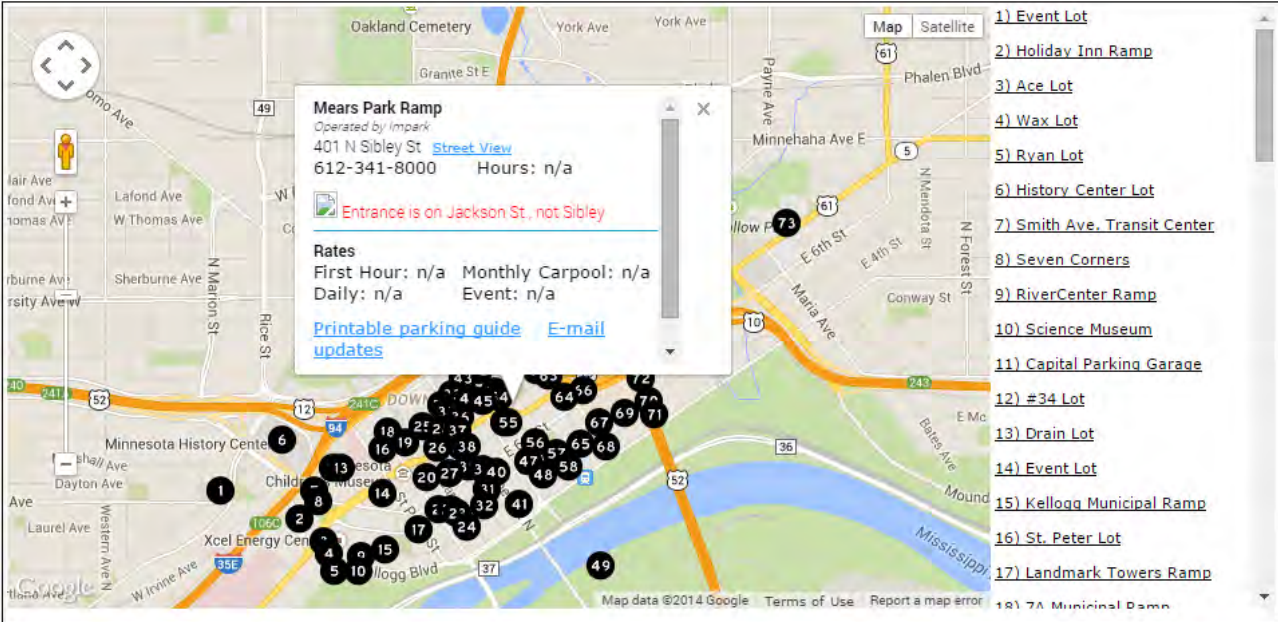
Rideshare Telework Bike & Walk Transit Parking






Parking

Downtown St. Paul Parking Rates



Mears Park Ramp
Operated by Impark
401 N Sibley St [Street View](#)
612-341-8000 Hours: n/a
 Entrance is on Jackson St., not Sibley

Rates
First Hour: n/a Monthly Carpool: n/a
Daily: n/a Event: n/a
[Printable parking guide](#) [E-mail updates](#)

Ramp / Lot name

- 1) Event Lot
- 2) Holiday Inn Ramp
- 3) Ace Lot
- 4) Wax Lot
- 5) Ryan Lot
- 6) History Center Lot
- 7) Smith Ave. Transit Center
- 8) Seven Corners
- 9) RiverCenter Ramp
- 10) Science Museum
- 11) Capital Parking Garage
- 12) #34 Lot
- 13) Drain Lot
- 14) Event Lot
- 15) Kellogg Municipal Ramp
- 16) St. Peter Lot
- 17) Landmark Towers Ramp
- 18) 7A Municipal Ramp

Parking data by Allied Parking, Inc.
[Corrections or feedback?](#)



Carpool and SAVE: Find out how you can cut your downtown St. Paul parking costs in half through our [Parking Smart](#) program.

More information: [Meter enforcement times and holidays](#) | [Disability parking information](#) | [Complaints](#) | [Paying fines](#)

stpaul.gov/parking

Powered by Google Translate

SAINT PAUL MINNESOTA The most livable city in America.

City Projects | I Want To... | Government | Services | Arts, Culture and Events

You are here: [Home](#) > [Government](#) > [Public Works](#) > [Traffic & Lighting](#) > [Parking](#)

STPAUL.GOV/PARKING

Everything you need to know about parking in Saint Paul.

Pick Up a Parking Card Today!



Tired of using coins to pay the meter? Looking for a way to track your employees' parking expenses? City of Saint Paul Parking Cards might be the solution you've been looking for. Prepaid parking cards can be used at any meter in downtown or the capitol area, and will soon be accepted citywide. City of Saint Paul Parking Cards can be loaded up to \$150, and do not require a deposit. To purchase or reload a City of Saint Paul Parking Card, visit either of the following locations:

Traffic Operations
899 Dale Street North



Traffic Engineering
25 4th Street West, 8th Floor



Contact
Elizabeth Stiffler
Civil Engineer
[E-mail Elizabeth](#)

800 City Hall Annex
25 4th Street West
Saint Paul, MN 55102

P: (651) 266-6210
F: (651) 298-4559

Hours
8:00 am - 4:30 pm
Monday - Friday

Malfunctioning Meter Repair
P: (651) 266-9776

Contact Parking Enforcement
P: (651) 266-5595
Evenings, Nights & Weekend
P: (651) 291-1111

STPAUL.GOV/PARKING

Everything you need to know about parking in Saint Paul.

Parking Rules



The rules of parking can be an intimidating and costly problem for drivers in urban areas. Following two simple guidelines can reduce your risk of being ticketed.

1. **Identify, read and understand the posted parking signs.** Parking where signs say you can't is a sure way to find a ticket on your windshield. If you can't figure out if it is legal to park, it's probably best to find a different space.
2. **Know the places where you are prohibited from parking by state law or City Code that are typically unsigned.** Below is an explanation of some of the more common unsigned zones where parking is prohibited in the City of Saint Paul.

Common Unsigned Parking Restrictions

[Stop Signs](#)

[Marked Crosswalks](#)

[Fire Hydrants](#)

[Signalized Intersections](#)

[Unmarked Crosswalks](#)

[Driveways](#)

[Time Limit](#)

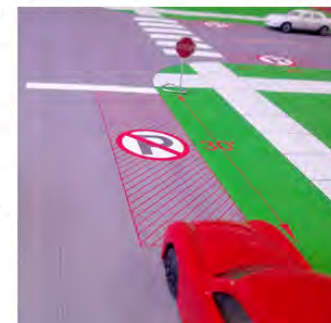
[Alleys](#)

[Bus Stops](#)

Do Not Park Within 30 Feet of a Stop Sign

Parking is prohibited within 30 feet of a stop or yield sign to improve the visibility of the sign, to allow for better sightlines between pedestrians and vehicles approaching the intersection, and to ensure that vehicles waiting at the stop sign can see oncoming traffic on the other approaches.

Tip: Most cars are 18-20 feet long, so the space between you and a stop or yield sign should be larger than a single parking space.



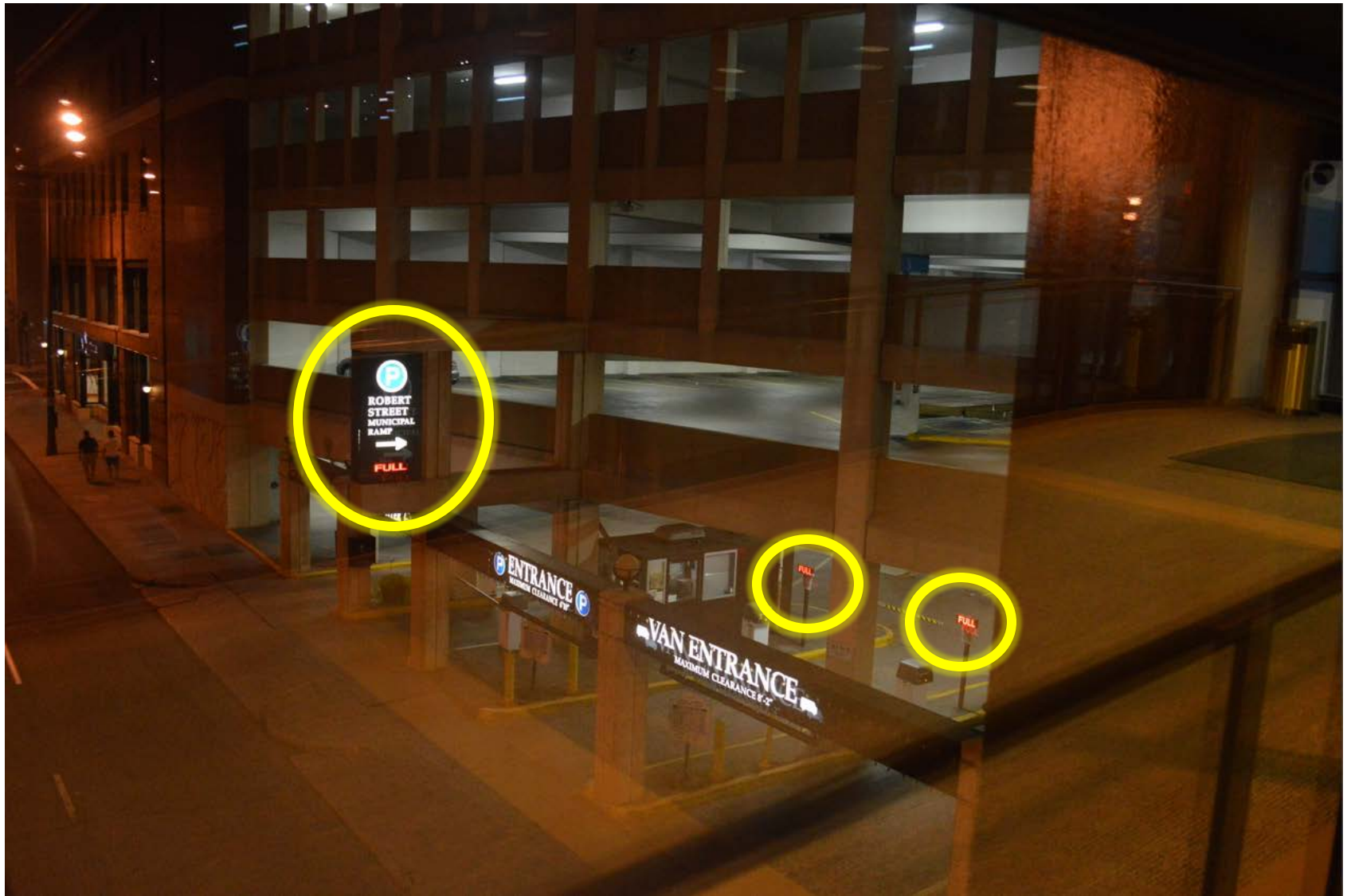
Wayfinding



Integrating Modes



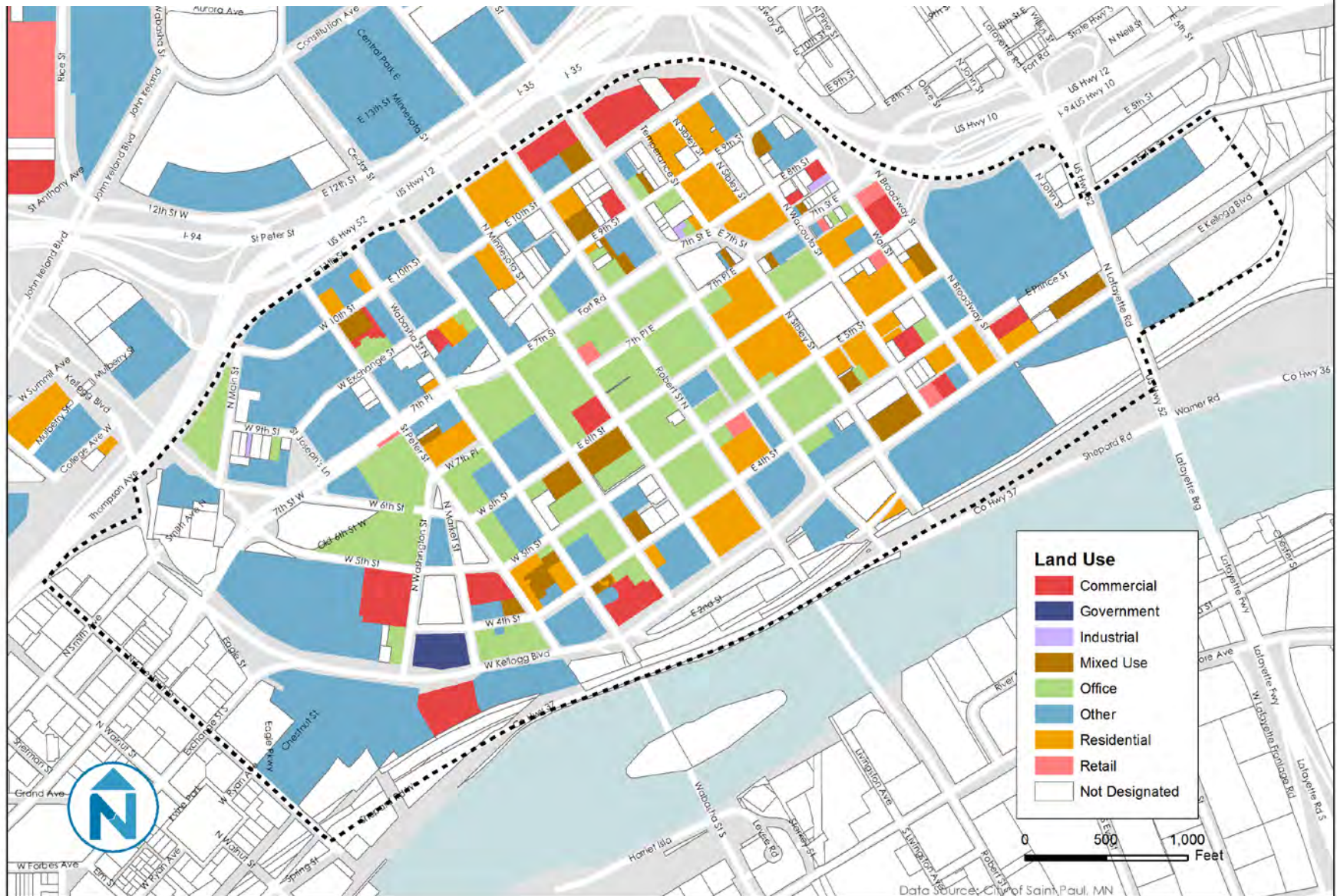
Messaging/Communication



Agenda

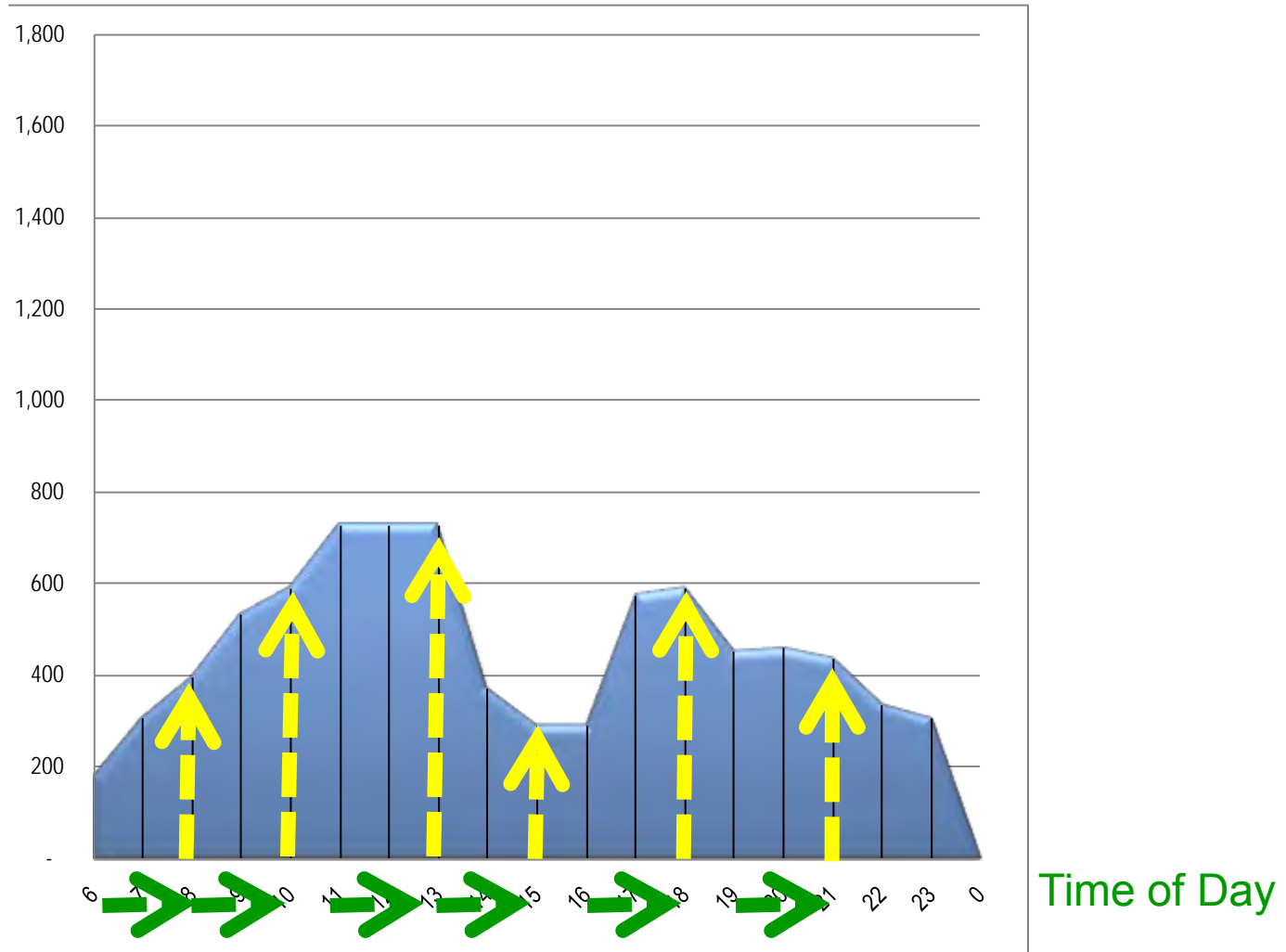
- Goals, Purpose, and Schedule
- Initial Findings
- **Land Use Analysis**
- Next Steps

Saint Paul General Land Use Designations



Real Parking Demand Profile

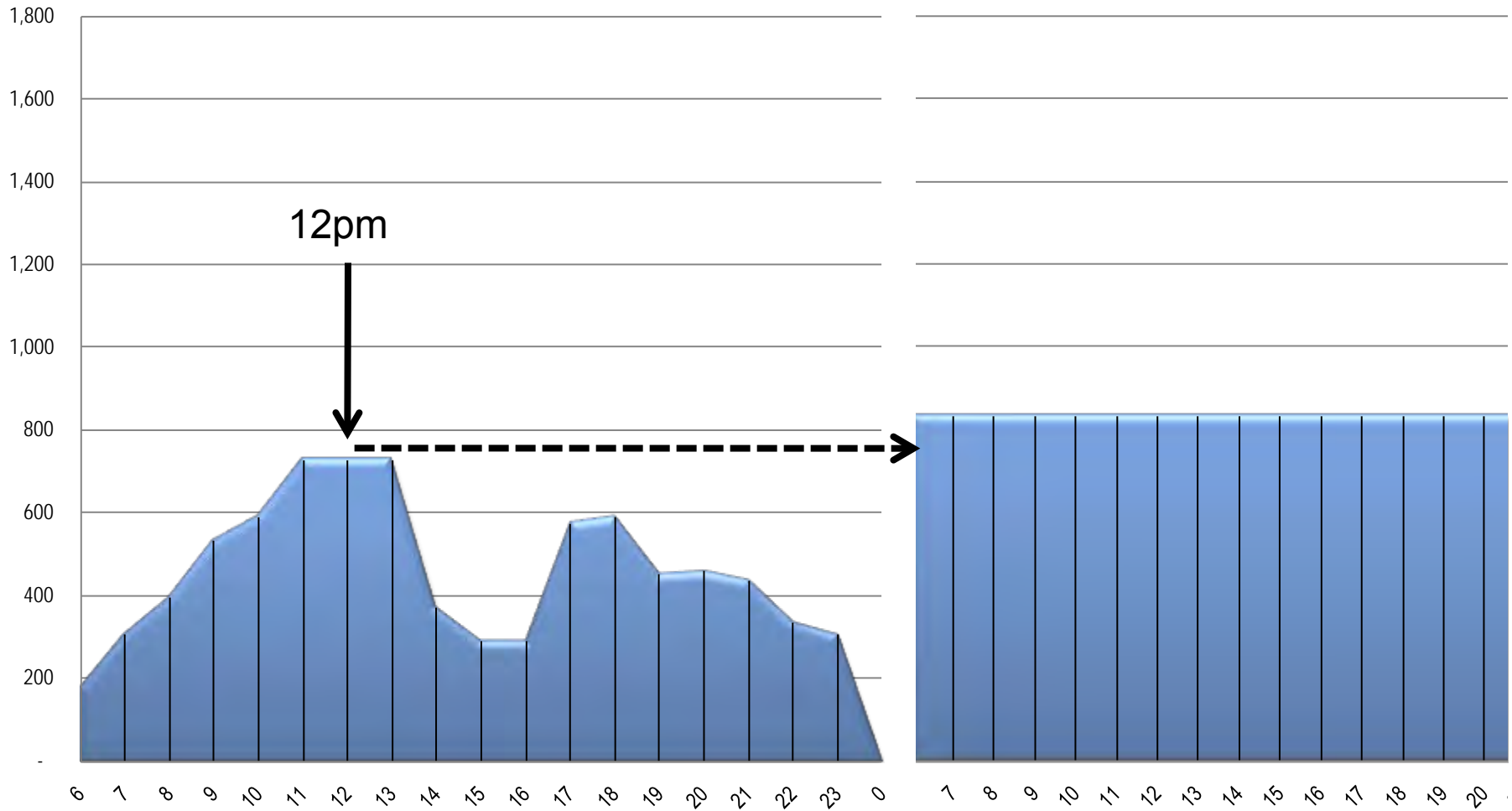
Spaces
Used



Restaurant (150k SF):

Real Demand

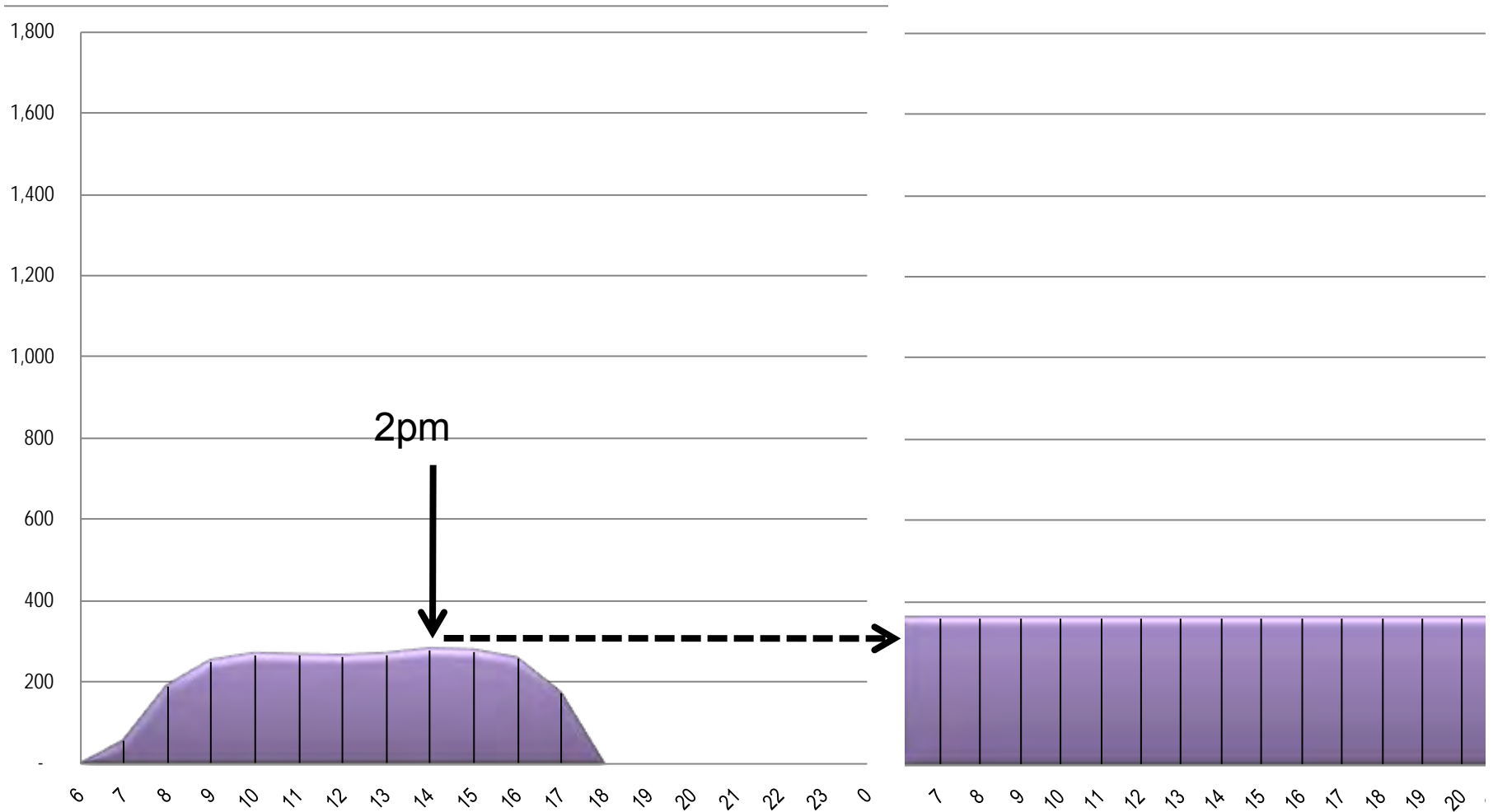
Unshared Supply



Office (150k SF):

Real Demand

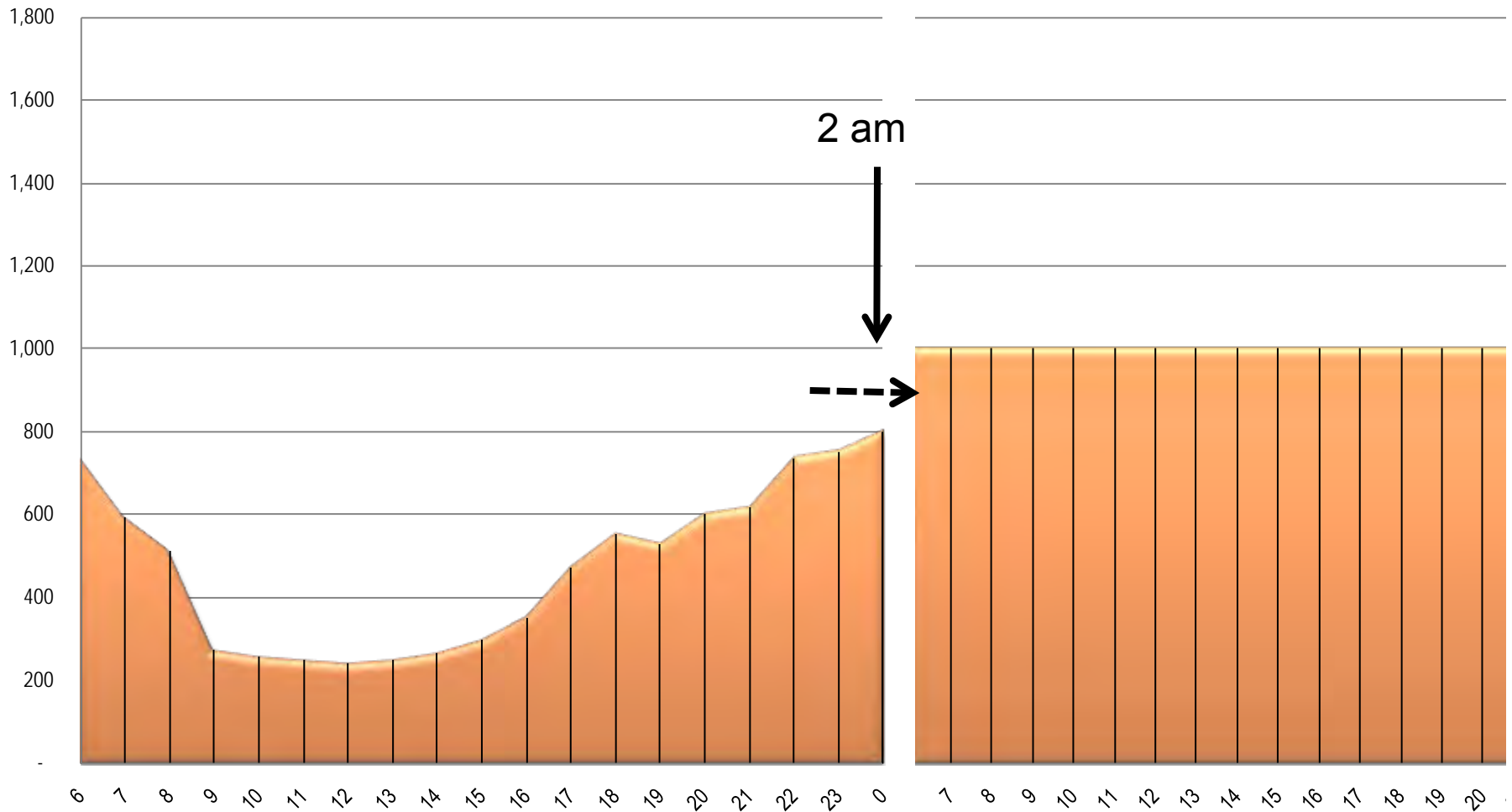
Unshared Supply



Residential (150k SF/1000 units):

Real Demand

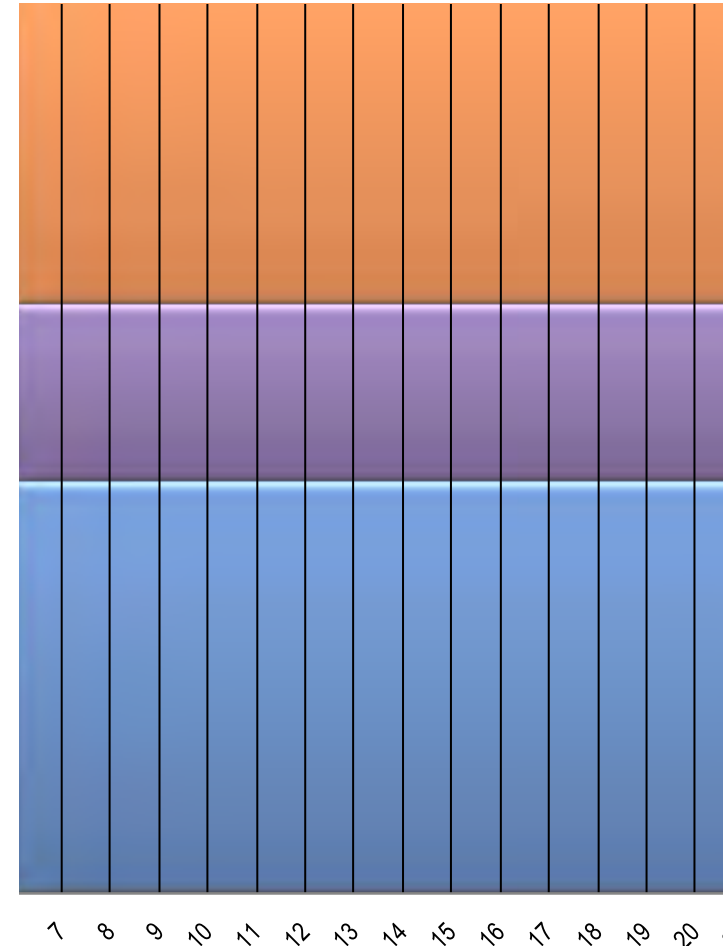
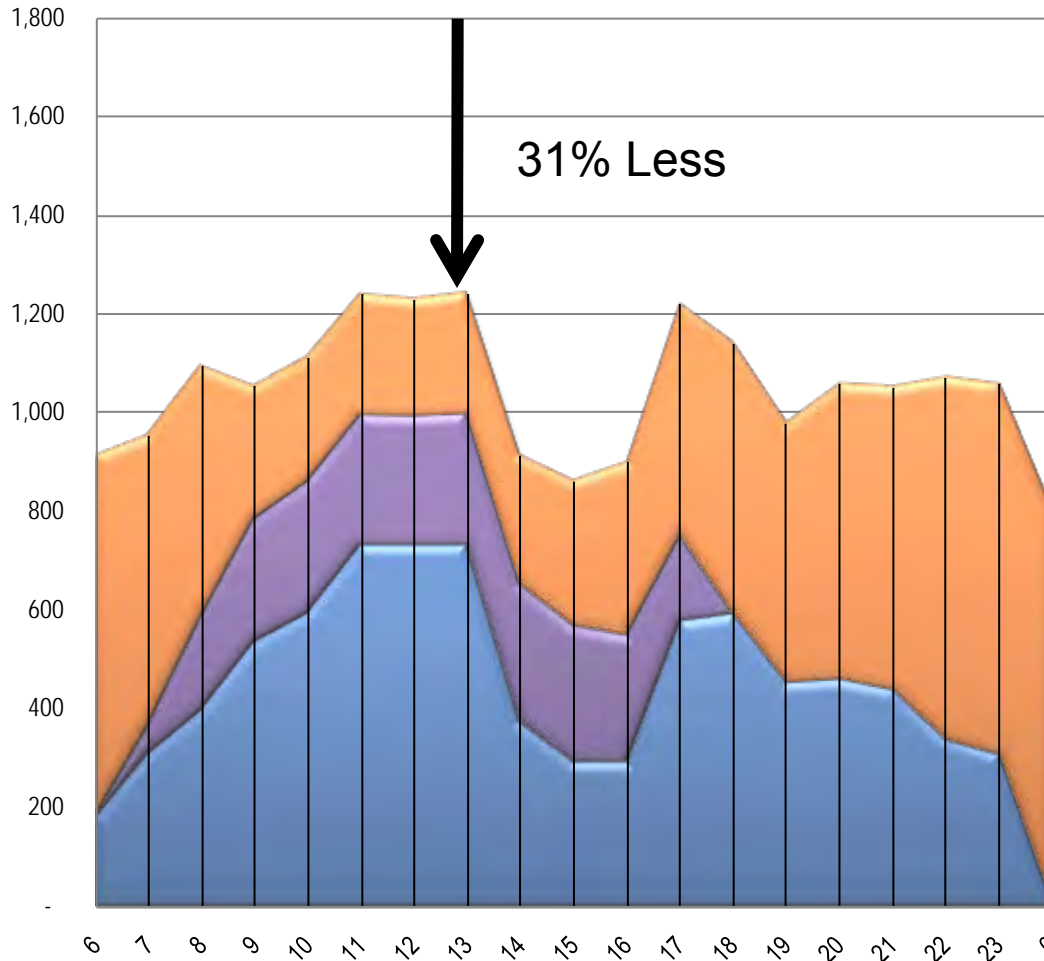
Unshared Supply

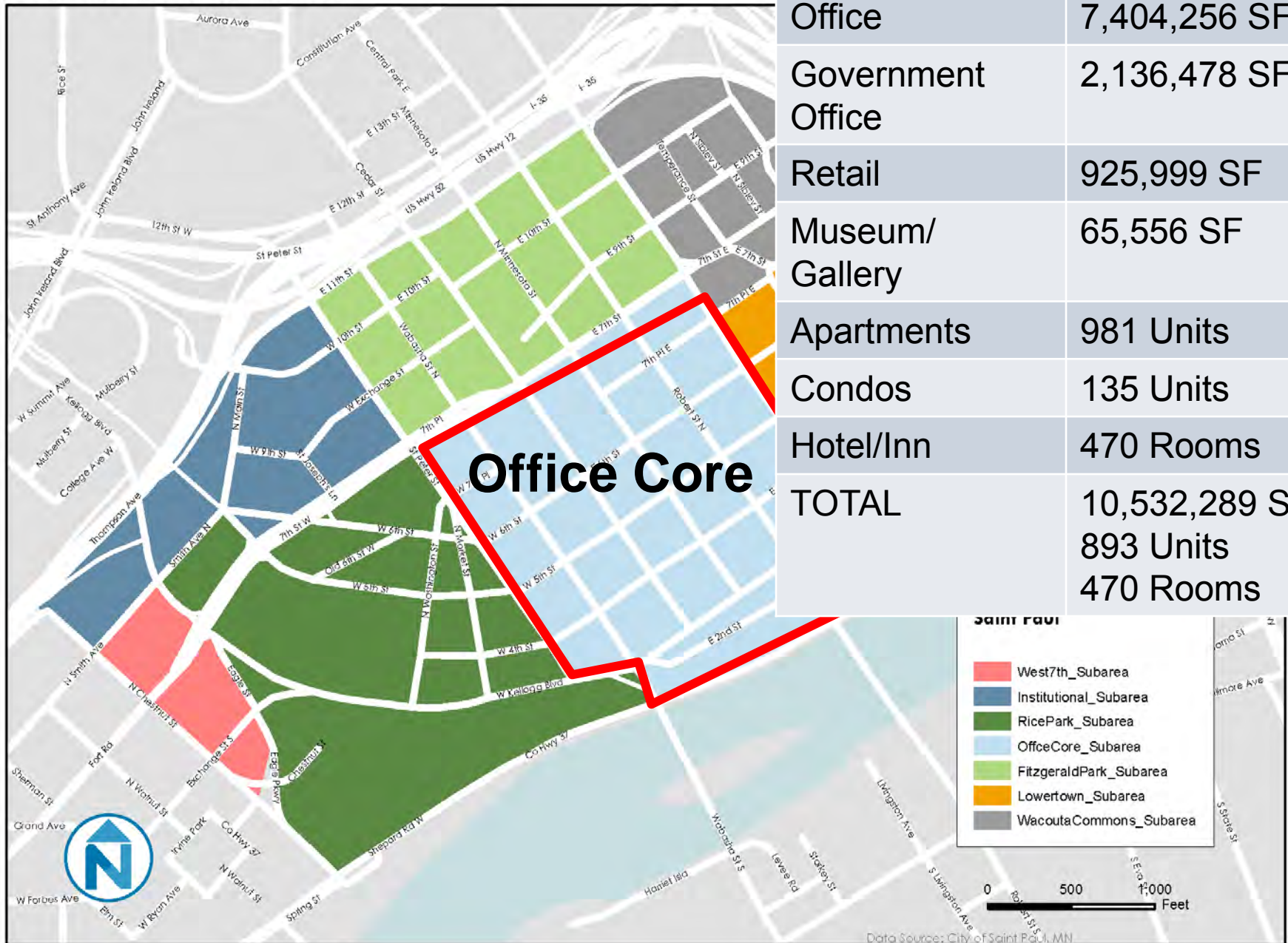


Shared Uses:

Real Demand

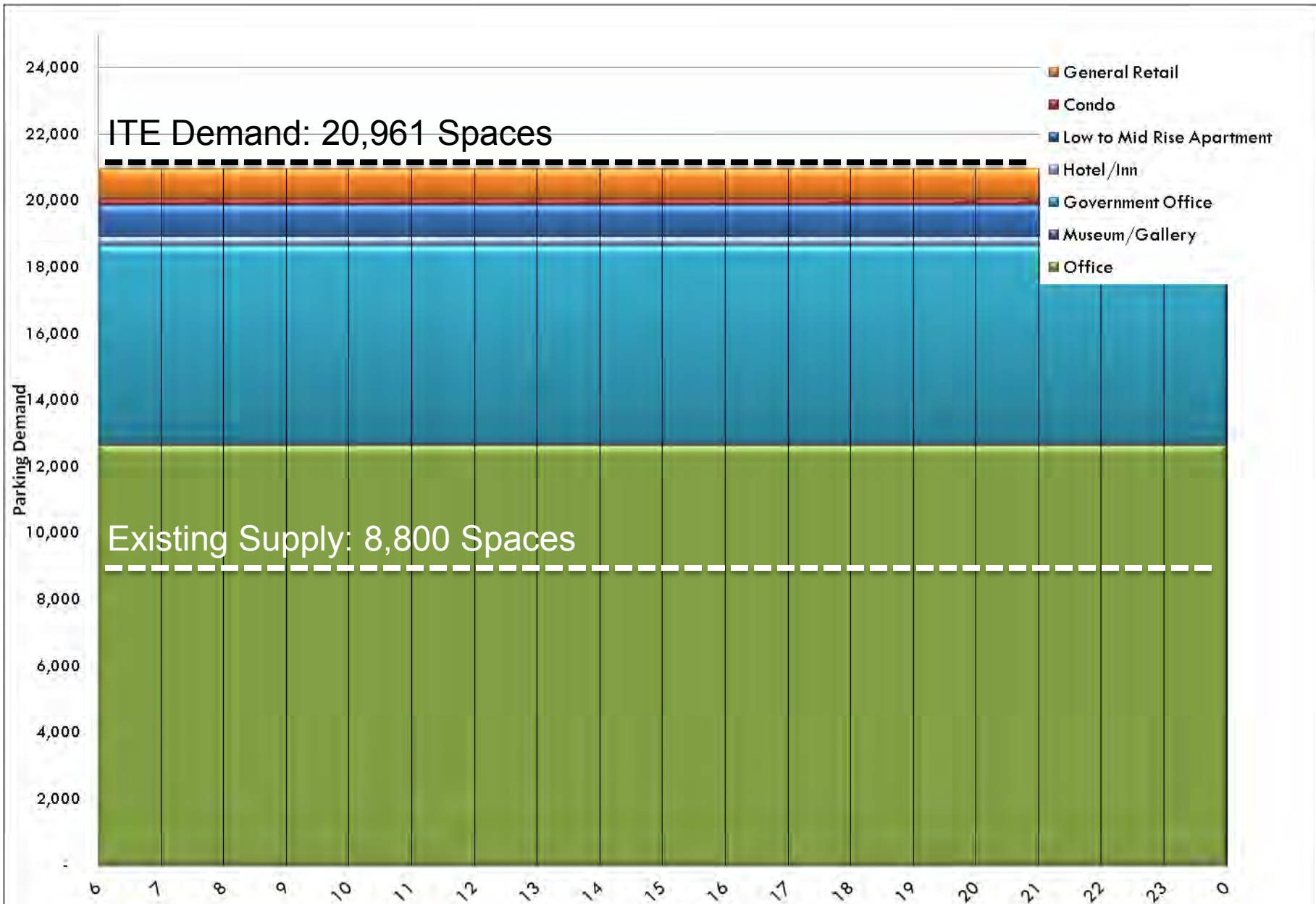
Unshared Supply



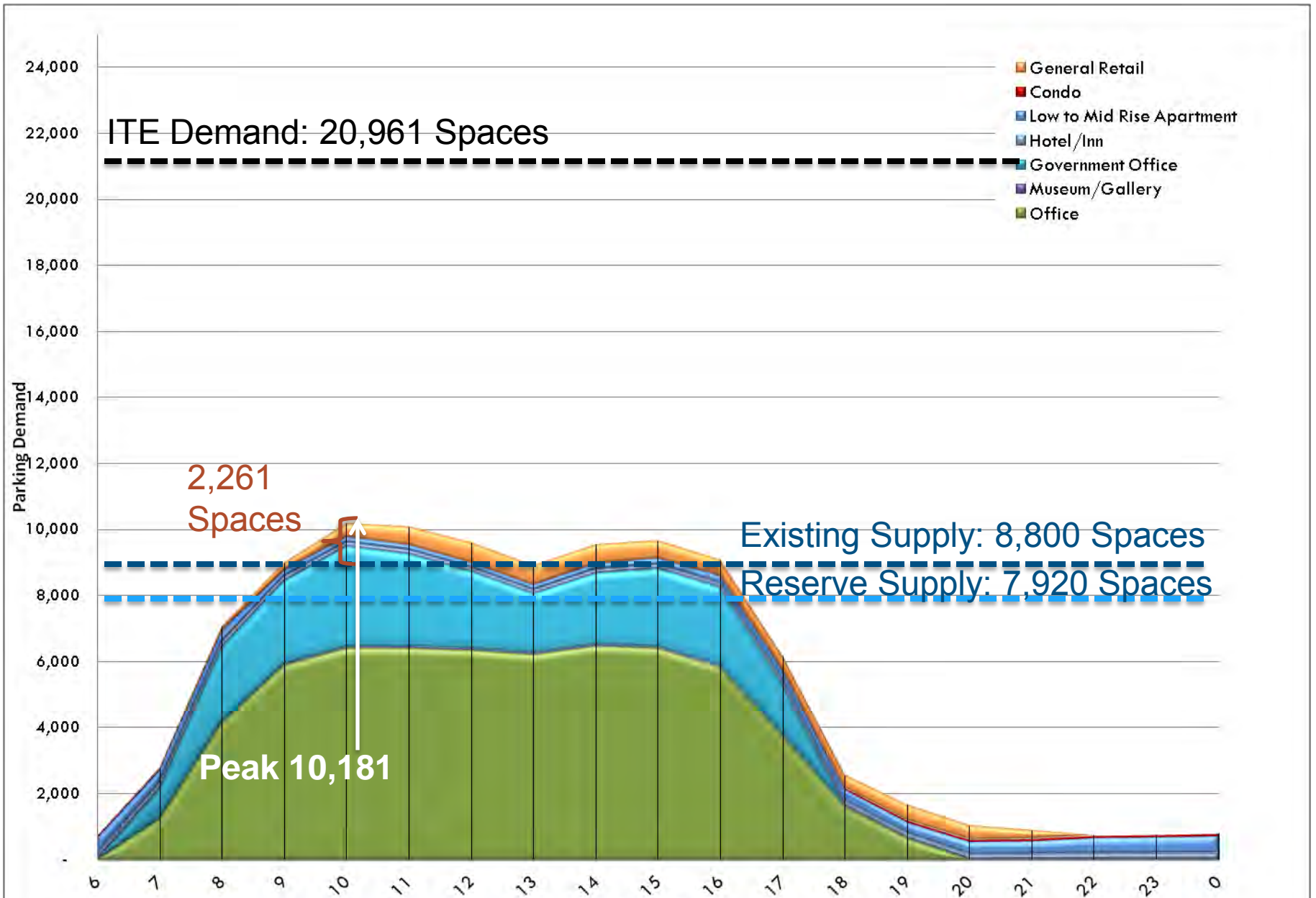


Office Core: Existing ITE Demand

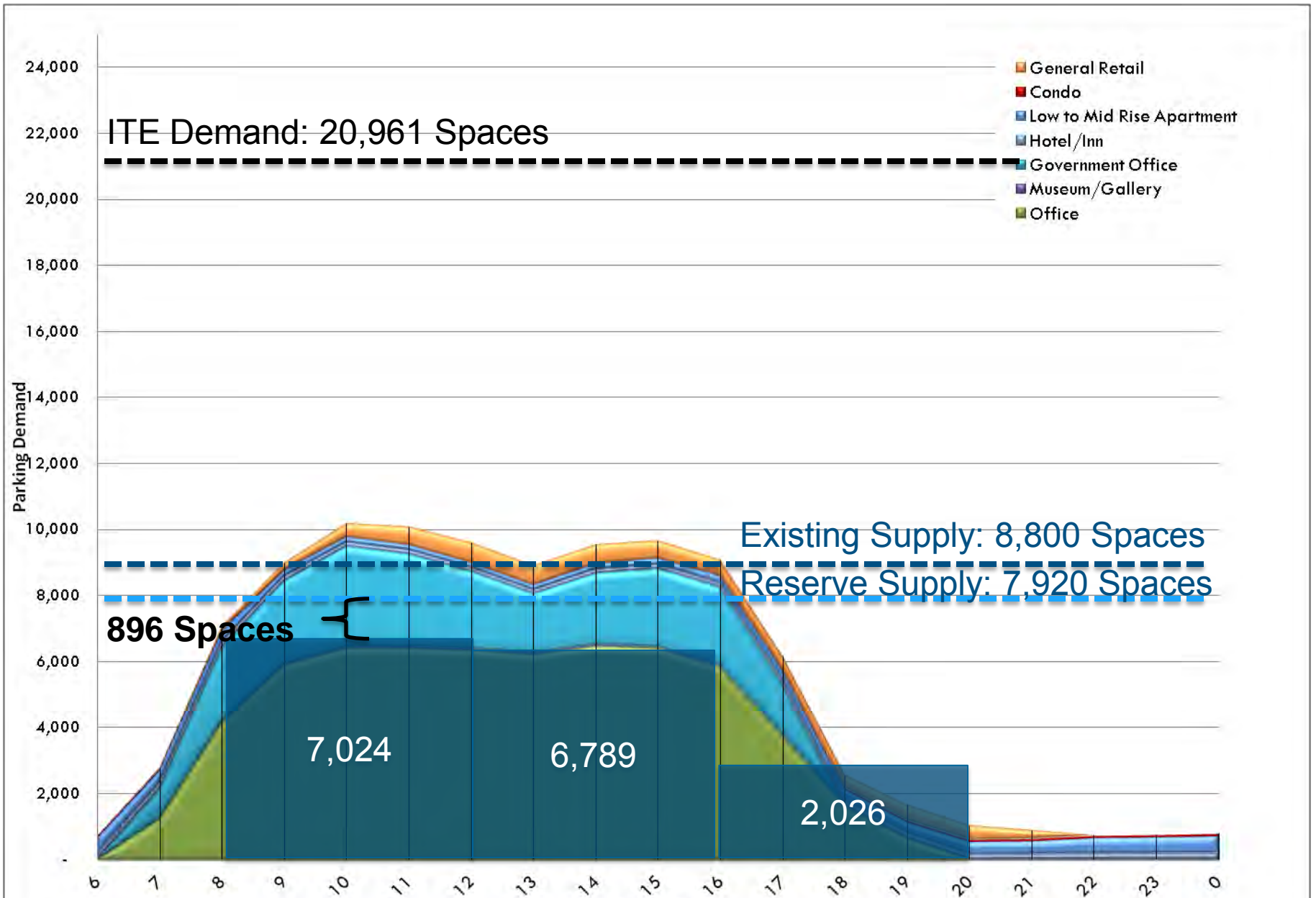
(Institute of Transportation Engineers)

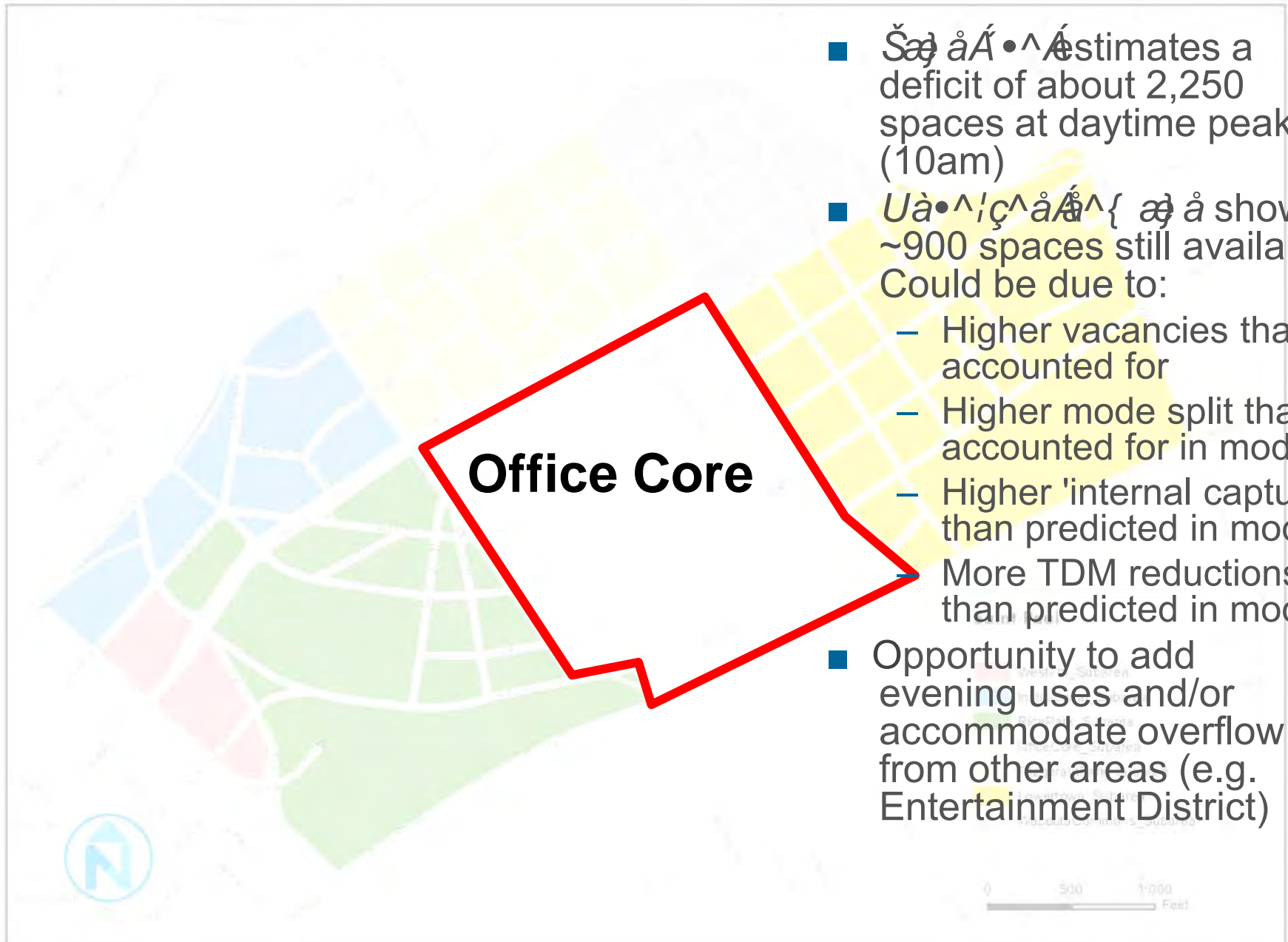


Office Core: Existing Shared Demand



Office Core: Observed Demand





Agenda

- Goals, Purpose, and Schedule
- Initial Findings
- Land Use Analysis
- **Next Steps**

Key Challenges

To lead into parking management strategies

- On-street parking may not be customer friendly
- Off-street parking is not responsive to demand
- Little coordination between on- and off-street
- Competition for curbside space
- Monthly permits are limited
- Lack of connectivity and poor walking environment
- Zoning to be better used as a tool for responsible development
- Inconsistent signage
- Technology should be integrated
- Unmet residential demand
- Management is distributed among multiple departments
- Enforcement as a tool is not customer friendly

Project Schedule

